

COMMUNITY DESIGN ELEMENT

INTRODUCTION

“The TOD (Transit-Oriented Development) concept is a strategy to promote efficient and environmentally sensitive development patterns in newly developing areas. Because these sites are relatively free of existing land uses, new growth areas offer the greatest opportunity for creating mixed-use destinations and interconnected street systems. Constraints generated from topography and sensitive habitat can be overcome by carefully selecting opportunity sites and by curving streets to relate to the topography. A fundamental premise of TODs however, must be to limit sprawl by clustering development within planned urban growth areas.”

Source: City of San Diego Land Guidance System
Transit-Oriented Development Design Guidelines
Approved by the City Council August 4, 1992

GOAL

Black Mountain Ranch will be developed as a traditional community of distinct yet complementary neighborhoods. A complete and integrated community containing housing, shops, work places, schools, parks and civic facilities is essential to the daily life of the residents. The community will contain a variety of housing types from single-family estate to mixed and multiuse density to multifamily attached housing. The community identity and sense of place will be established through a consistent overall design and fine-grained development pattern.

Many of San Diego's most desired neighborhoods are the product of small incremental parcelizations and development over a long period of time. Each individual subdivision links to another, while offering small variations on the layouts and character of the area. Certain homogenous, physical qualities repeat throughout neighborhoods such as landscaping, massing of building, colors and materials to define a character for neighborhood.

IMPLEMENTING PRINCIPLES

- Black Mountain Ranch will reproduce and improve upon what is best about San Diego's neighborhoods. These neighborhoods also provide a variety of housing types in close proximity to local commercial needs, cultural and recreational amenities and areas readily accessible to other neighborhoods and communities.
- The commercial centers are the central focus and define much of the character for the community. The commercial centers should be in a central location, provide a wide range of commercial, office and residential densities in a compact and efficient form, adjacent to public transit, and be linked to the adjacent residential neighborhoods.

- Streets, pedestrian paths and bike paths create a system of fully connected routes to all destinations. The street pattern and the design of the street edge will define the character of the North and South Villages to a great extent. Building mass, parking, setbacks, entrances, facade design, landscape and hardscape design must all support the street design concept.
- The natural topography, the overlay of streets and circulation systems and the size of blocks and parcels determine a community's urban form. The street and block layout should capitalize on the topography and provide maximum view opportunities whenever possible. Public open space in the form of greens or plazas should be strategically placed to take advantage of views and to provide pedestrians with opportunities to congregate and use these public spaces.

The achievement of these principles will create a strong sense of place and community, reduce the frequency of automobile use, thereby reducing traffic congestion and improve air quality and facilitate pedestrian circulation. Since approximately 75 percent of Subarea 1 is currently approved for use and development, direct references are made in the material which follows to established design standards delineated in the Black Mountain Ranch VTM/PRD Design Review Guidelines, as well as to the NCFUA Framework Plan. Design standards established through this Plan are: the North Village, the South Village, the Resort Hotel and the Residential Clusters.

DESIGN STANDARDS

The integration of high-quality pedestrian spaces and fine-grained development pattern for the North and South Villages will be accomplished by the following design standards:

- Courtyards, patios, covered walkways and enclosed gardens will be designed to create opportunities for outdoor interaction and pedestrian use.
- Building arcades will be located to create inviting indoor and outdoor spaces visible to the sidewalks or arcades.
- Building entrances will be located facing the streets, with a minimum of spacing 50 feet between entrances.
- Large parking areas, blank walls and service areas along the street and sidewalk frontages within the Community Core will be prohibited.
- Sidewalks will have a canopy of trees (maximum spacing 25 feet on center) to further emphasize a compact walkable link to all areas within the Core and surrounding uses.
- Parking areas will be prohibited between the front elevation of a building and the public street, at the corner of two public streets, and along pedestrian-oriented streets in the Core area.

- Parking structures will be allowed in the Core in order to achieve a more compact form. They will be located to the rear or interior portion of the building(s) they serve. If located facing a side street, the parking lot or structure street will be screened with landscape, retail shops or other commercial activities along the ground floor street.
- Alleys or rear service drives will be planned where appropriate to minimize the visual impact of parking, loading areas and garages.
- Surface parking lots will be located to the rear or interior portion of the mixed-use development areas. When a parking lot is located adjacent to a side street or sidewalk, its dimensions along the street will be minimized with a planted setback used to screen the parking area from the street. Parking lots will not be located on the promenade and the pedestrian-oriented streets within the Core area.
- Driveway cuts opening to the public streets will be limited to one open parcel. Corner properties with more than one street frontage will locate an access driveway on the street with least traffic volume.
- Pedestrian and bicycle access from the residential areas to the Core and Transit Center will be provided via sidewalks, pathways, and interconnecting courtyards and arcades.
- Building setbacks will observe the established build-to lines for residential and commercial uses in the Village Core area. Where there are setbacks they will contain a courtyard, garden patio, covered trellis, walkway, or other outdoor space in order to re-establish the build-to line.
- The primary ground floor residential building entrance will orient to the sidewalk and street. When a courtyard or other outdoor space is used as an entrance to the dwellings, the courtyard should open directly to the street and sidewalk. Building entries and windows are to be visible by pedestrians.
- Front porches, sitting areas, bay windows or balconies will be encouraged for residential buildings.
- Where the net densities are over eight dwelling units per net acre, alleys or drives leading to rear, interior or side locations on the site will be provided.
- Parking may not be located between the front elevation of a residential building and the public street. On-street parking will be provided.
- Buildings of 50 feet in height or more around the Village Green and a pedestrian plaza will be provided to create an urban character, street security at night and to concentrate pedestrian activity. Building heights are to relate to the scale of the open space.
- The facade of a building should consist of articulated walls.
- Garages may be sited in several acceptable ways: in the rear and accessed from an alley, in the rear and accessed from a side drive, or sited to the side, but recessed behind architectural features and the front facade by a minimum of five feet.

- All proposed development will respond contextually to adjacent existing building and uses. This will be done through height, scale, fenestration and with uniform cornice lines and first floor heights, etc.; rather than through a required architectural style or theme.
- Visually prominent buildings will be designed to display civic importance through siting, careful articulation of massing and careful detailing.
- Small-scale public open spaces such as pedestrian plazas, pocket parks and access points will be incorporated to provide areas for rest and people watching.
- Site planning for residences in the Core will orient the building mass to public streets, with the individual dwelling units fronting the sidewalk, interior courtyards, or garden spaces.

A.1 THE NORTH VILLAGE

At the northern edge of Black Mountain Ranch, at the boundaries of the subarea, is the North Village. This Transit-Oriented Development (TOD) village also forms the interface with 4S Ranch and Rancho Bernardo to the east. The overall goal of this village is to create a neighborhood that is self-contained and designed to support mass transit and non-automobile circulation. The intent of this design concept is not only to provide the human-scaled environment that is conducive to the neighborhood living experience, but also to reduce the need for automobile travel and therefore reduce the potential traffic impacts of Black Mountain Ranch and surrounding communities.

Overall, the North Village will be a dynamic, mixed-use neighborhood based on neo-traditional town planning concepts. It is developed around a mixed-use core, transit facility and open space system interconnected by a pedestrian walkway and bicycle system. Supporting uses such as educational, employment and recreation facilities are included to create a true neighborhood. The predominant land use of the North Village will remain residential. Only by integrating a significant residential component can a true village be created.

North Village Land Use

A unique land use concept has been created for the North Village. Focused on the Village Green, a pattern of land uses has been established that interrelate with one another but have distinct characteristics and functions. These land uses and their descriptions are:

- The Village Core (Support Area):

The Village Core is a mix of housing, business, office and schools that creates a lively focus for the activities of the entire neighborhood. The mixed-use Village Core will contain vertical mixed use as well as horizontal mixed use. The ground level of the Village Core will be predominately common use areas. In the immediately adjacent area, residential, retail and/or employment uses are located. The heart of the Village Core is the Village Green.

The Village Core will be pedestrian-oriented in its design emphasis and will establish both the activity and visual core of the neighborhood. Development along Camino del Norte at the northern edge of the Village may be more auto-oriented than the balance of the neighborhood. The Village Core Main Street connects the Village Green to the open space and canyon and uniquely links the urbanity of the Village to the countryside.

- The Village Green and Open Space:

The Village Green is the focus of the Village and the major public space that organizes the Plan. It consists of an open space area that is mostly passive with occasional active use, such as running, playing ball and throwing frisbees. A civic setting is created which overlooks the canyon and adjacent open space. This area can be used for picnics, band concerts and other functions.

The Village Green also includes the extension of an existing canyon that provides a natural contrast to the manicured character of the Village Green. A walkway alongside the interior edge of the Village Green provides occasional seating areas with views to the canyon beyond. The Village Green extends to the south side of North Village Drive along Main Street, which allows space for public gatherings, outdoor cafes and extensive landscaping.

- Mixed-Use Core (Community Mixed-Use Core):

The Retail/Mixed-Use area adjacent to the Village Green will include vertical and horizontal mixed use. The ground level of the buildings in this area will be predominantly retail. The upper floors may house residential and some office uses. The area is pedestrian-oriented and is designed to be the activity center for the neighborhood.

- Residential:

The residential uses within the North Village are anticipated to be either in mixed-use, multifamily or small lot single-family configurations. In all cases, residential uses will follow the guidelines established herein and contribute to the overall mixed-use, compact, transit-oriented design concept of the Village.

- Employment:

The Employment use area is immediately adjacent to the Mixed-Use Center. It will allow retail office and/or employment uses. Those uses may be mixed either horizontally or vertically or developed on a block-by-block basis. This area also includes the Transit Center.

Employment uses are anticipated to be at higher-than-usual densities. This is to support the concept of a compact transit-oriented village. Development adjacent to Camino del Norte may be auto-oriented, but there should be pedestrian orientation on the internal street-facing sides.

- Education:

Education uses are indicated in two locations and are sited so as to provide optimal access and adequate land.

North Village Design

Development within the North Village, traveling west to east, transitions from exclusively residential uses to the Community Mixed-Use Core (MUC). This Community MUC is intended to be a portion of the greater compact community area, which extends out from the 4S Ranch and forms an integral part of the land use and circulation connection to I-15 and the Rancho Bernardo area. However, it is necessary that the Community MUC be able to function independently of the development proposed to the east of Subarea I.

The focus of the North Village is a mixed-use commercial, institutional and residential area with a strong pedestrian orientation, transit access and a number of plazas, public open spaces, pedestrian walkways and trails. Development becomes increasingly more intense as it moves toward the core area, which is the heart of the community.

Elements of the North Village Plan

The Village Green: The Village Green is the focus of the Village and the major public space that organizes the plan. Development intensities are highest in this area and are predominately mixed use in character with residential retail and service uses.

North Village Drive: The Village Green is connected to the balance of the core area through several streets, but North Village Drive is the major vehicular and pedestrian spine. North Village Drive is a tree-lined street with a clear and strong street edge promoting interaction between pedestrian and the many uses along its length.

The Transit Center and The 2000 Foot Radius: At the core of the North Village is the Transit Center. This center combines all forms of transit including a shuttle bus that is planned to connect the Village to park-and-ride facilities along I-15. The 2000-foot radius from the transit center development will have an easy walking relationship to mass transit opportunities.

Open Space: The open space system within the North Village is comprised of the North Village Drive Promenade, the Village green and the naturalized areas to the west. This system will organize all land use through trails and an open space environment.

Public Uses: Schools and other public uses will be located within the North Village at locations that are convenient to pedestrians and other forms of low-impact transportation such as bicycles.

The Street Grid: The Community Mixed-Use Core will be organized with a grid or modified grid format similar to the traditional urban blocks.

The blocks will be of consistent dimensions within individual neighborhoods or areas to create parcels of a size that allows a fine-grained development pattern. Blocks will be 300 x 400 feet near the core but may be larger at the periphery of the core. The grid may be adjusted in response to topography, major design features or a shift in geometry of the land area.

The street system will emphasize connecting local streets and minimizing internal drives to avoid private enclaves. Limited private streets will be used primarily for service and parking access and not as an alternative to the public street system. These private streets will not be gated, will be accessible to the general public and will follow the same streetscape, pedestrian orientation and building frontage design principles as public streets.

More choices of alternative vehicular routes within the Core area will accommodate minimum street dimensions intended to make streets more intimate in scale. Smaller street sections will reduce street crossing dimensions and increase pedestrian safety. Slower design speeds will allow this reduced right-of-way width and help keep traffic moving slowly and safely.

Village Green Development Guidelines

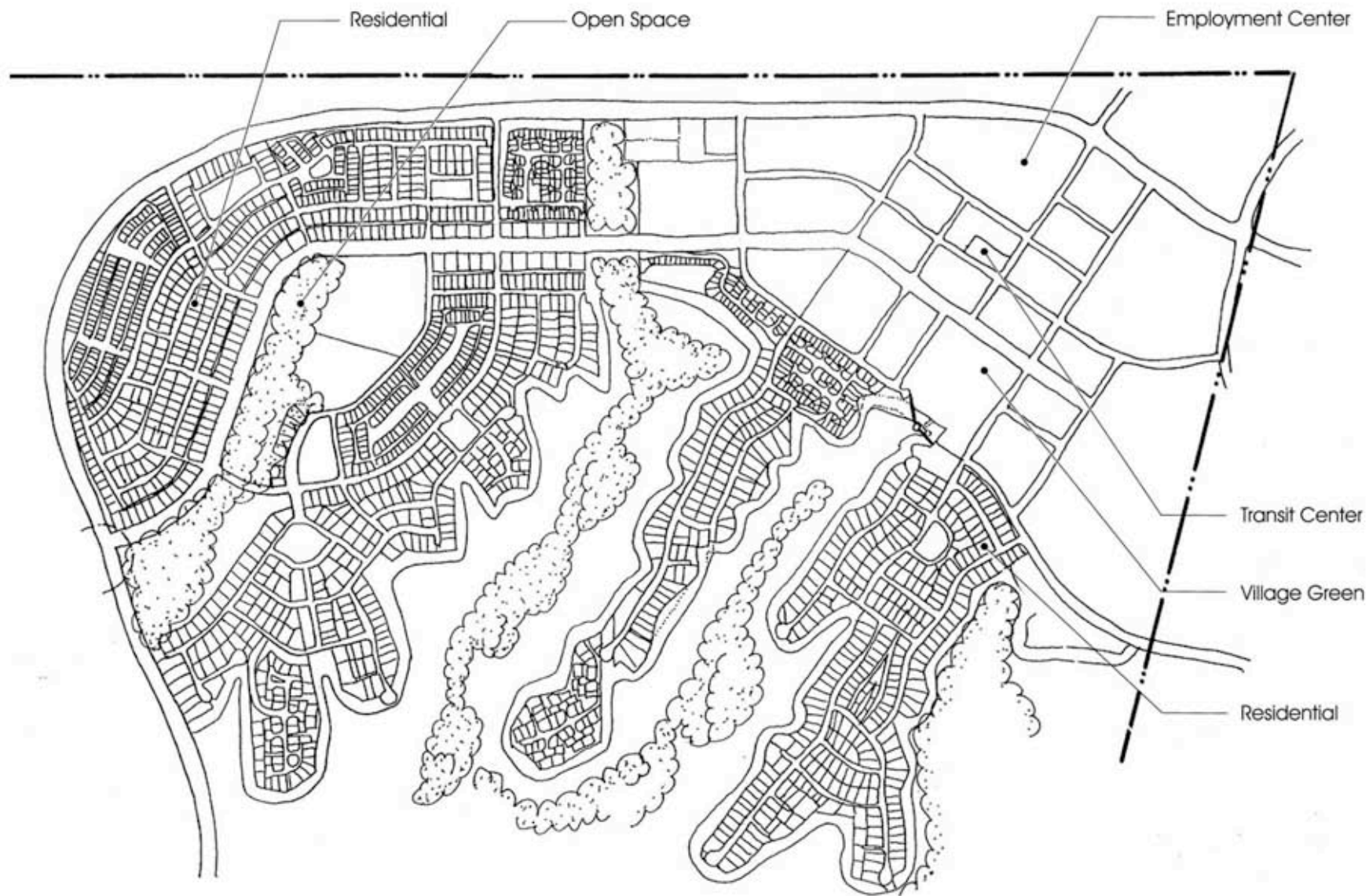
The Village Green is the focal point of the Community MUC. It is a tree-shrouded central park with a green plaza for public gathering and display and contains central and radiating promenades for walking, fountains, sculpture and grass area for recreation and picnics.

Landscaping will include deciduous trees and shrubs to provide shade in the summer and sunlight in the winter. Bedding plants will be used to announce the various seasons of the year. Trellises and arbors will enclose pedestrian sitting areas. Fountains and water may be incorporated to block the sound of adjacent traffic. Canopy trees and grass areas surround this and create a central park atmosphere.

A landscaped pedestrian promenade runs throughout the Community MUC which links directly to the Village Green. This landscaped linkage forms a green spine for the Community MUC and connects uses.

Building heights surrounding the Village Green will be 50 feet or more.

Residential areas adjacent to the Village Green will follow the same Mixed-Use Core Development Guidelines. They will include townhouses arranged in courtyards, townhouses facing the street and multifamily dwellings with courtyards and internal landscaped corridors.



North Village Example Plan
Black Mountain Ranch Subarea Plan

7.1
FIGURE

Community Mixed-Use Core Development Guidelines

The Urban Village Overlay Zone shall apply to the North Village and be the guiding development standard for the Mixed-Use Core and support areas. See **Figure 7.2**.

A combination of commercial and residential use surrounds the Village Green and includes pedestrian-oriented retail shops and commercial services with multifamily courtyard residences, attached townhouses, senior housing and other residential dwellings above and surrounding the Village Green. A minimum of 25 percent of total square footage of the Mixed-Use Core surrounding the Village Green shall be contained in a vertical mixed-use configuration.

This will create a more balanced pattern of street activity during different times of the day, evening and weekends, and will also reduce parking demand by balancing the peak use periods associated with different activities. A diversity of the range of housing will provide above-average cost as well as affordable residential units to individuals of different income ranges.

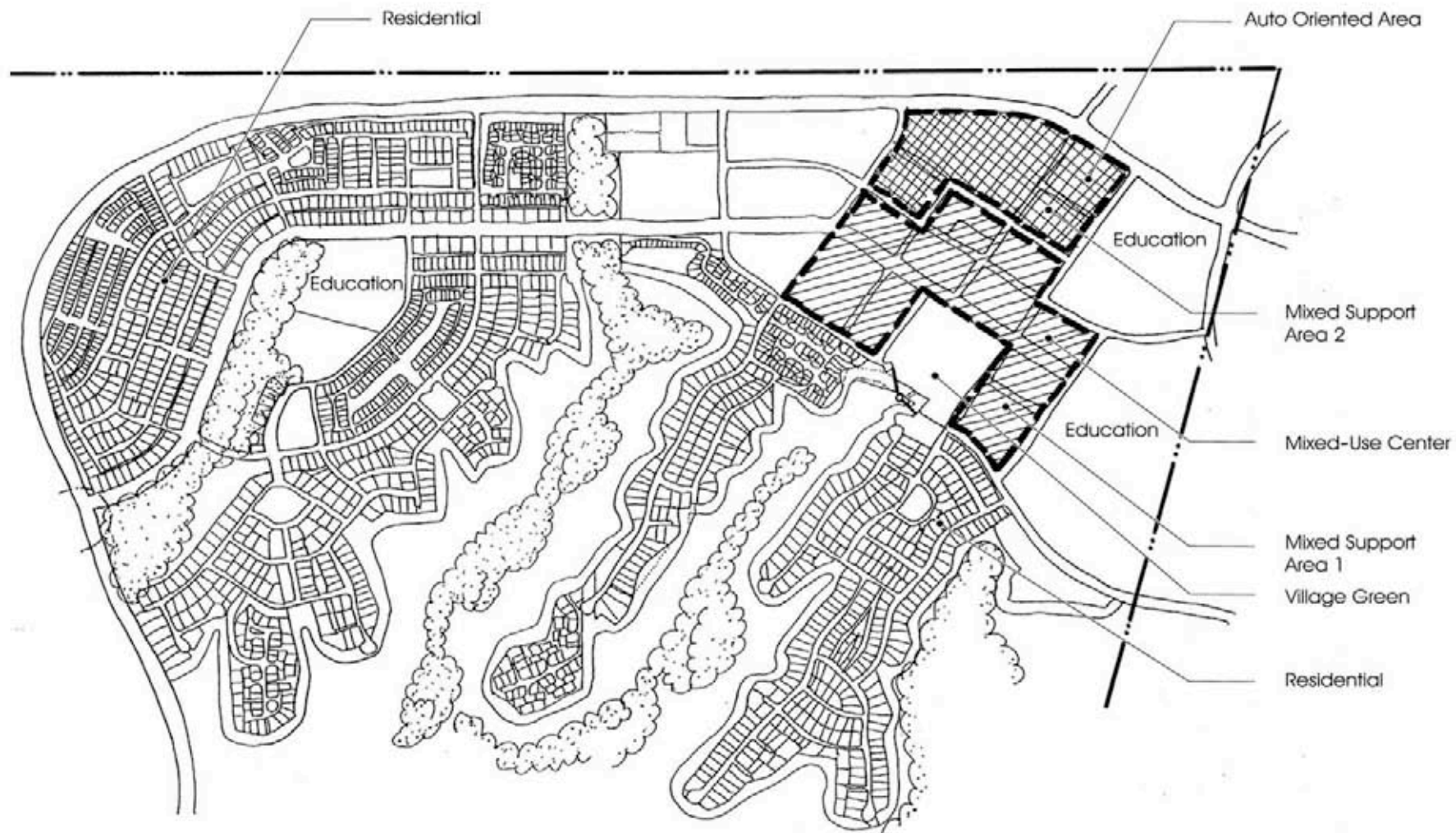
Support Area Development Guidelines

Within the Community Mixed-Use Core are areas intended for residential, office, supporting retail and major employment or institutional uses. Included are the mixed-use support areas to the east of the core. Also included are the employment center and the Middle and Senior High School sites. These areas are strategically situated to provide an architectural and pedestrian connection between the core and the overall community that will extend into the adjacent 4S Ranch.

The residential area is designated primarily for higher-density residential use. Additional or alternative uses for this area include a special satellite campus community college, a health care facility, other major institutional uses of light industrial, office or commercial uses.

The integrated relationship between the community core and the adjacent areas will be accomplished by the following design standards:

- Building facades, massing and height will complement adjacent development.
- Pedestrian and bicycle access from the entire North Village will focus on a primary terminus at the Transit Center. At the same time walkways, trails and bikeways will interconnect activity centers including the schools, employment center, mixed-use retail area and core residential area.
- Proposed commercial uses will be planned as part of development in the Mixed-Use Core, to complement that development and to be built after the Mixed-Use Core is constructed.



North Village Community Core Concept

Black Mountain Ranch Subarea Plan

7.2

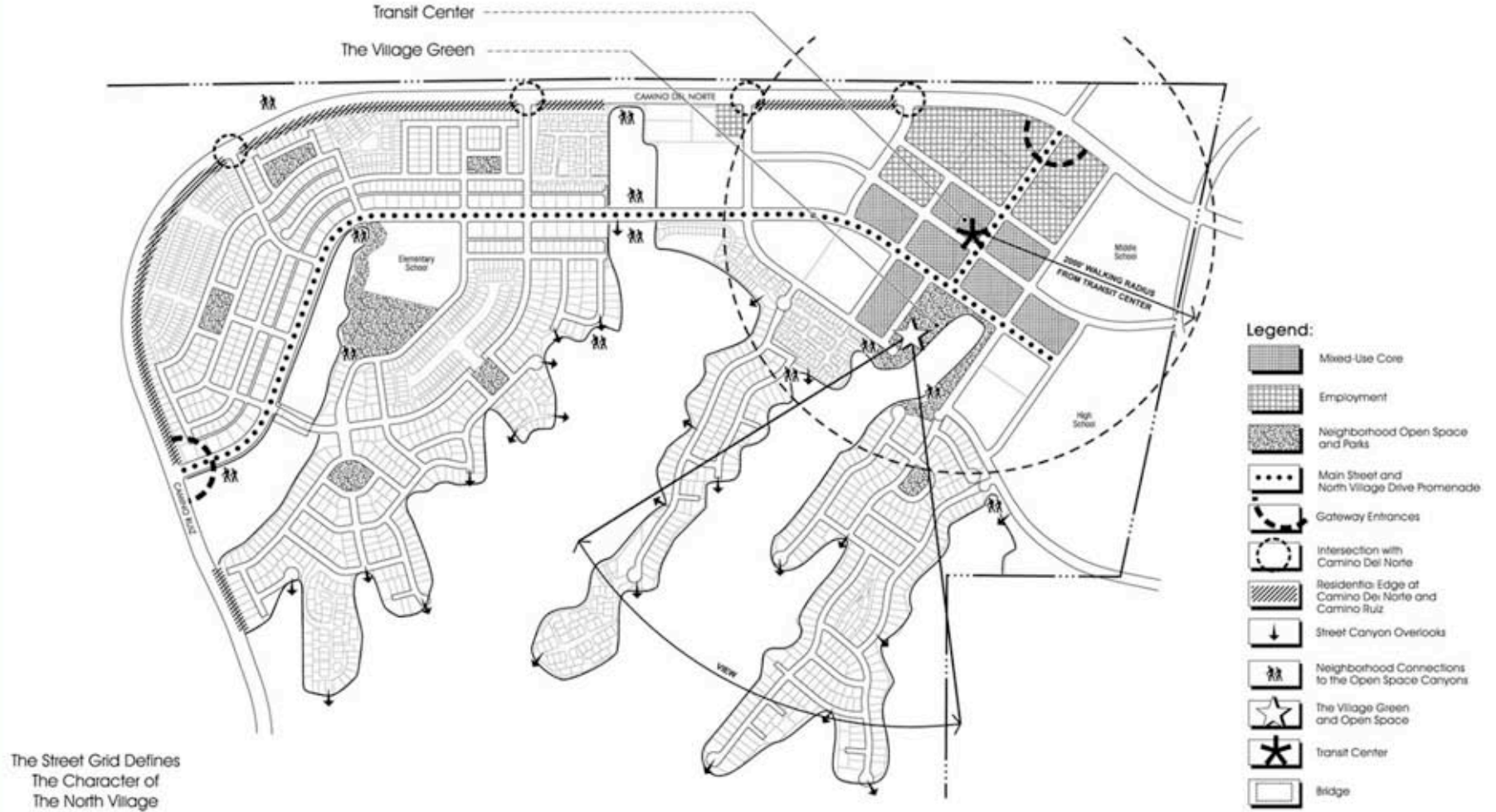
FIGURE

- Housing will transition as it radiates out from the Core and the Village Green, especially westerly where densities, type and style will be compatible with development outside the Community MUC. Residential development will be one and two stories, with third stories permitted.
- Residential development will include conventional and small lot single-family dwellings, townhouses facing the street, townhouses arranged in courtyards, duplex and triplex dwellings integrated with single-family dwellings, second units, apartments and condominium units. All developments over eight units per net acre will have alleys.
- A grid or modified grid street system will be incorporated as the organizing framework for the area.

West End Residential Development Guidelines

Residential Development Guidelines—The area adjacent to the mixed-use center in the Village Core will be a mixed-density residential area. Housing density generally decreases in relation to its proximity to the mixed-use center although pockets of higher-density may be scattered throughout the area. Residential design will follow the same standards described for residential in the Village Core, as well as the following:

- Unit types will include single-family dwellings on small lots (garage in the rear encouraged), single-family dwellings on conventional lots (garage in rear encouraged), townhouses facing the street, townhouses arranged in courtyards, duplex and triplex dwellings and apartment and condominium units.
- Pedestrian design emphasis will key off the character of the linear open space corridor, including links between residential areas and the hiking/biking/equestrian trail.
- The street system will be a grid or modified grid and serve as the organizing framework for the area.



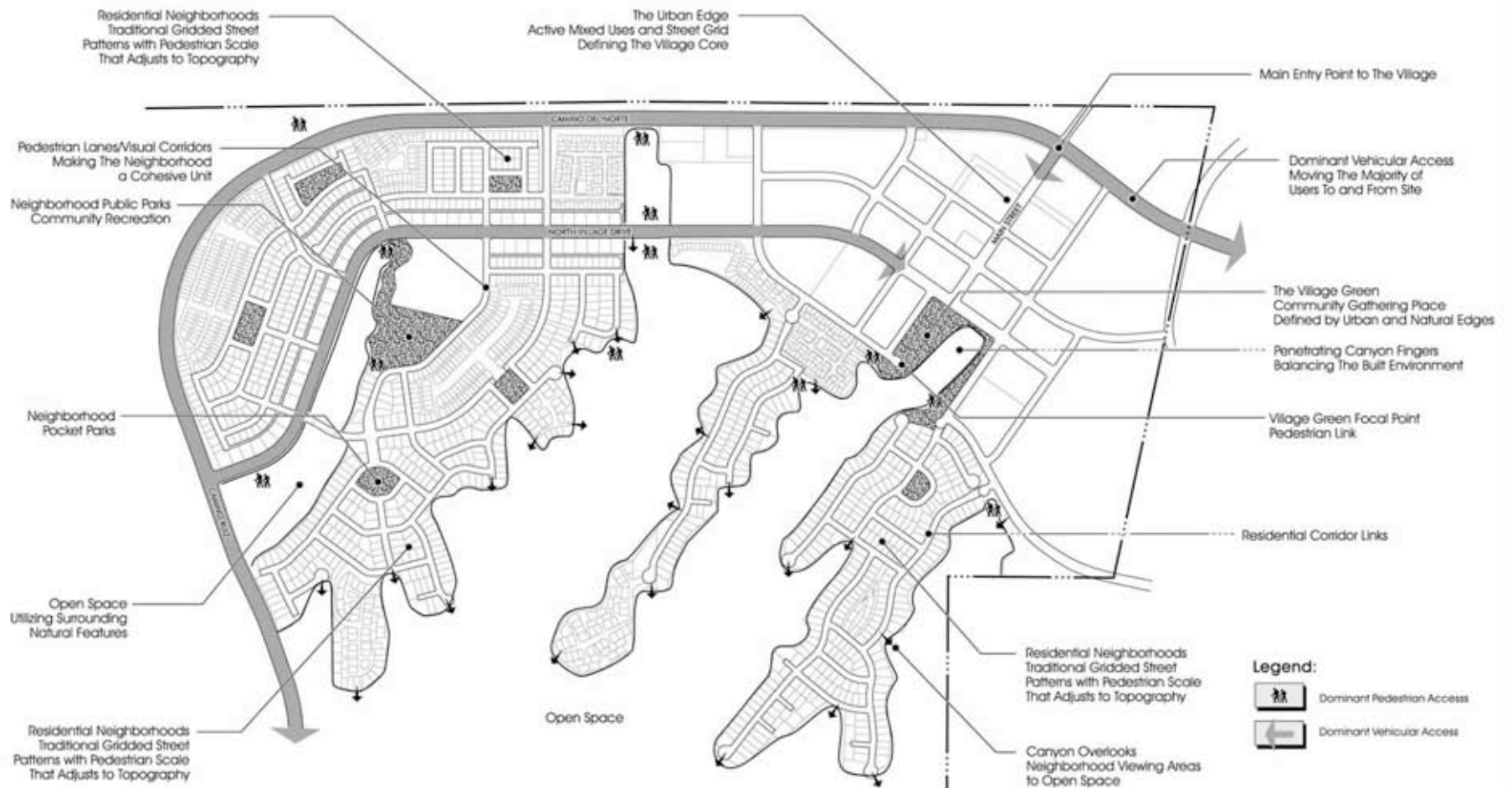
North Village Urban Design Plan

Black Mountain Ranch Subarea Plan

7.3

FIGURE



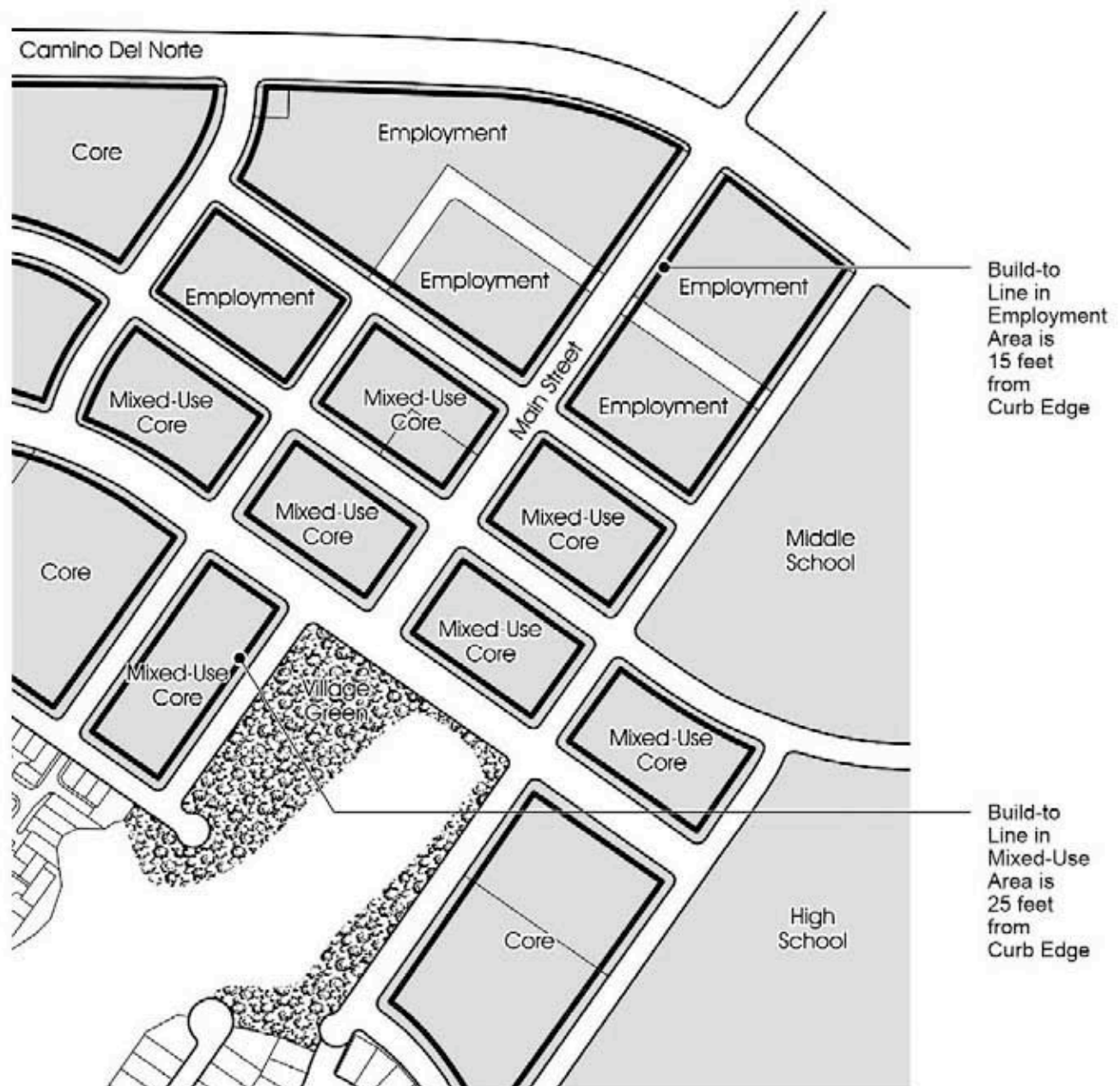


North Village Organizing Elements

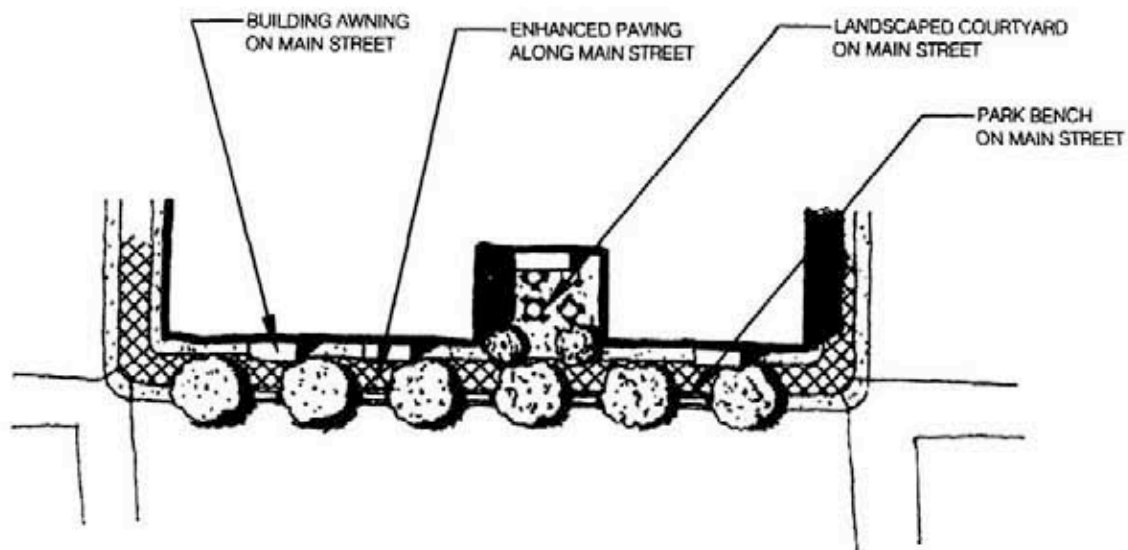
Black Mountain Ranch Subarea Plan

7.4

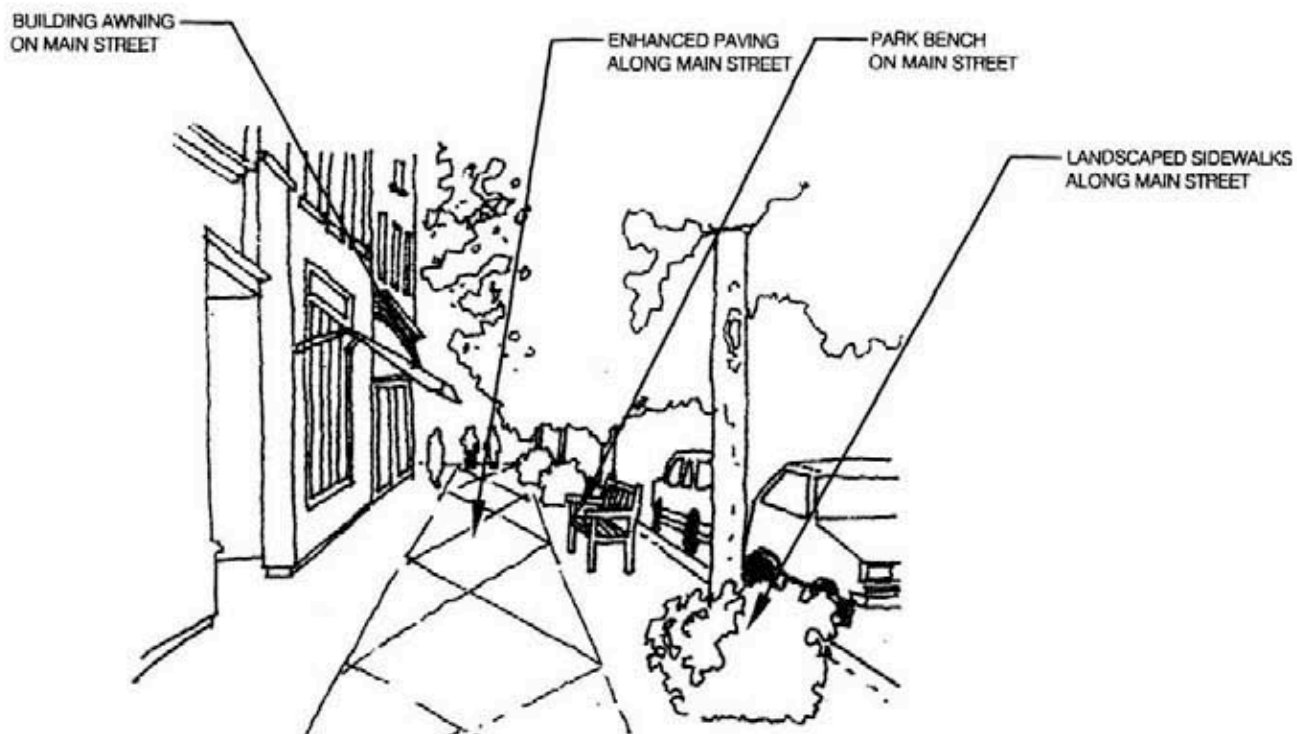
FIGURE



North Village Build-to Concept **7.5**
Black Mountain Ranch Subarea Plan **FIGURE**



CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE OF NORTH VILLAGE DRIVE IN THE VILLAGE CORE



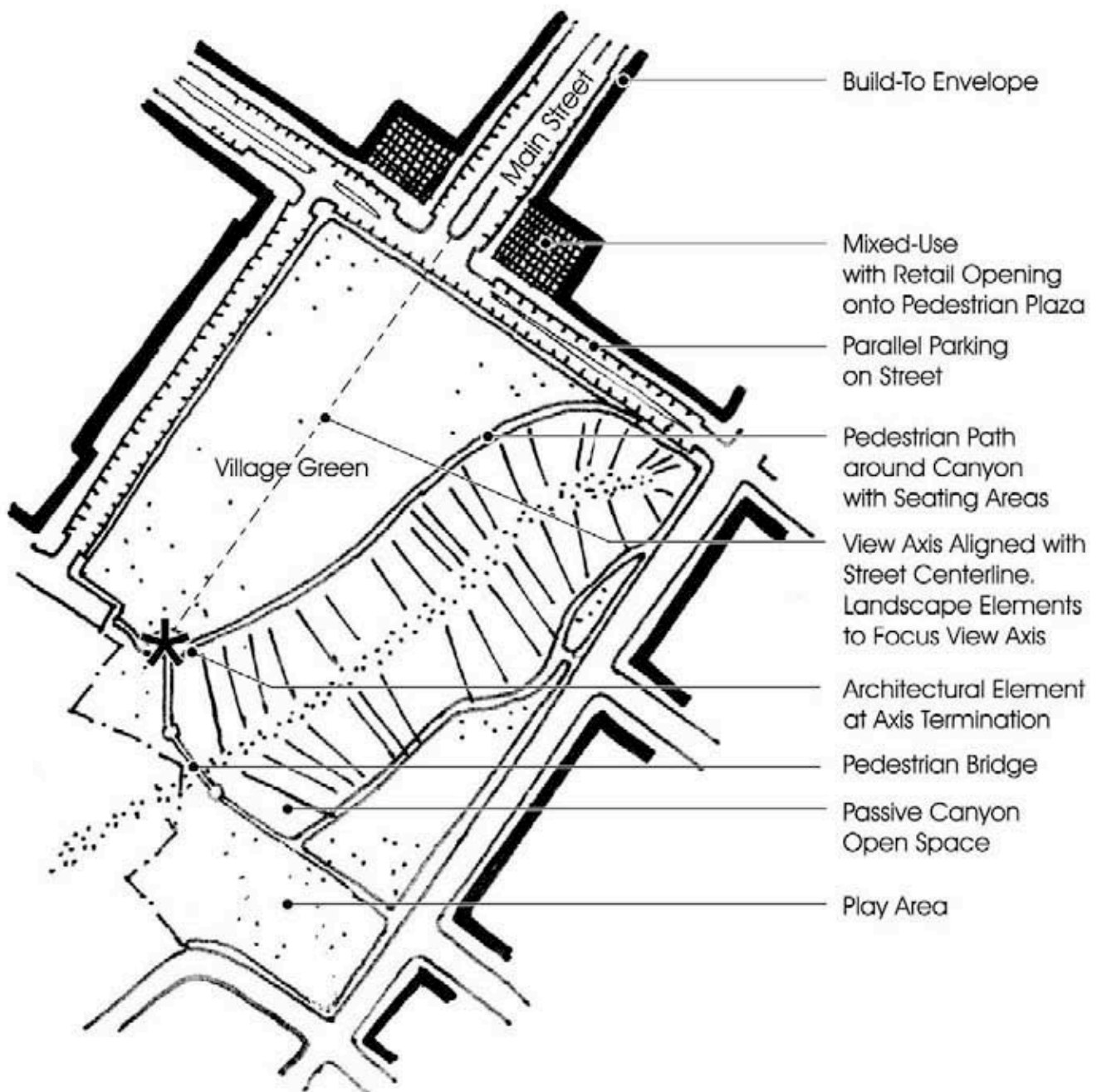
CHARACTER SKETCH DEPICTING THE PEDESTRIAN NATURE OF NORTH VILLAGE DRIVE IN THE VILLAGE CORE



North Village Promenade

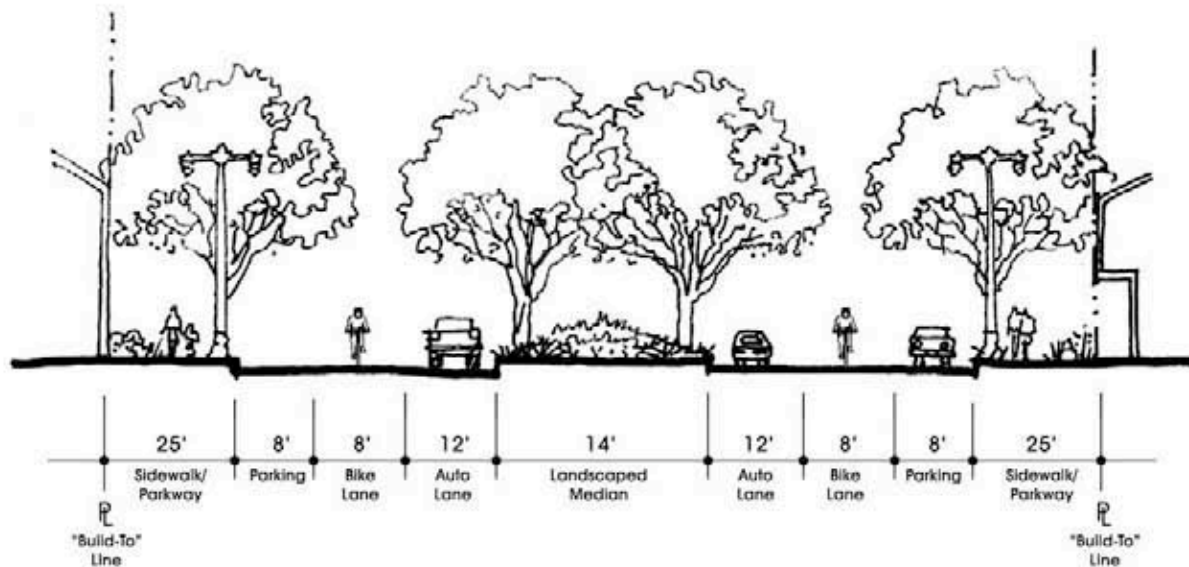
Black Mountain Ranch Subarea Plan

7.6
FIGURE

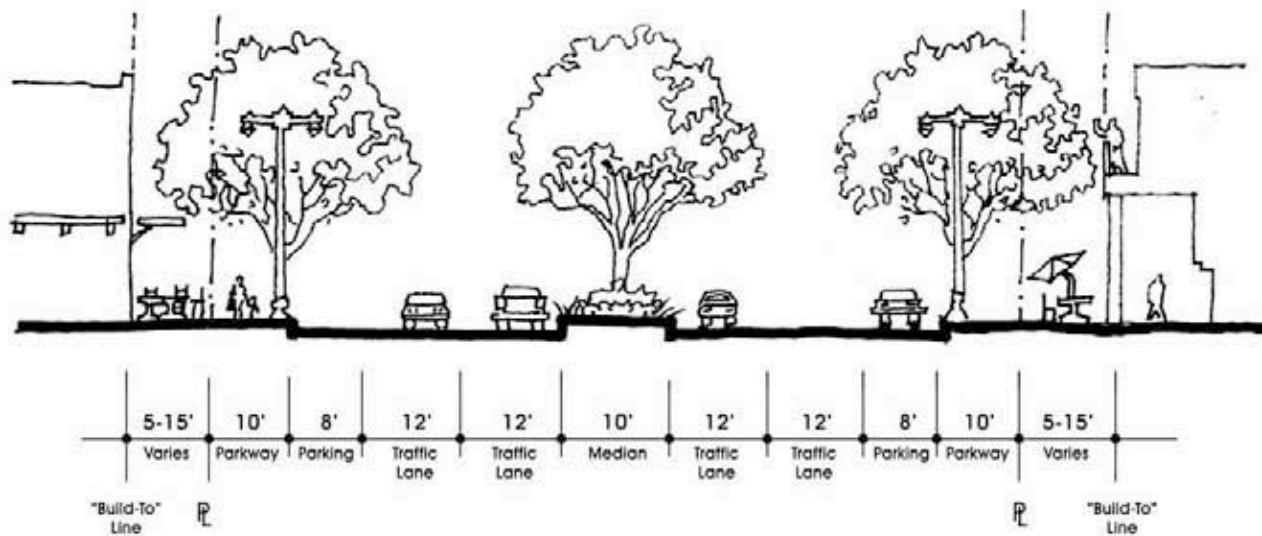


North Village Village Green
Black Mountain Ranch Subarea Plan

7.7
 FIGURE



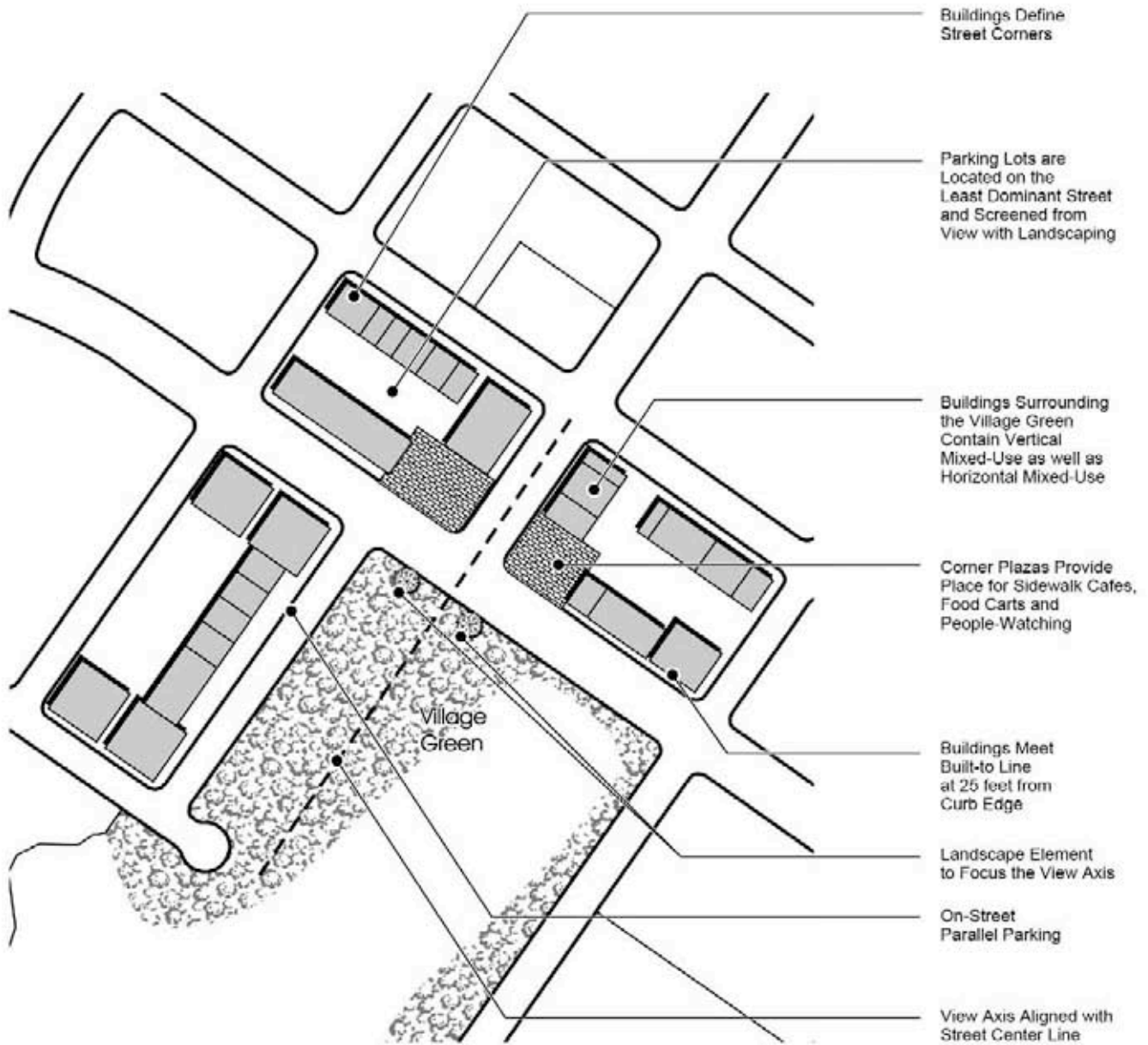
Cross Section
North Village Drive
Village Core



Cross Section
Main Street

Not To Scale

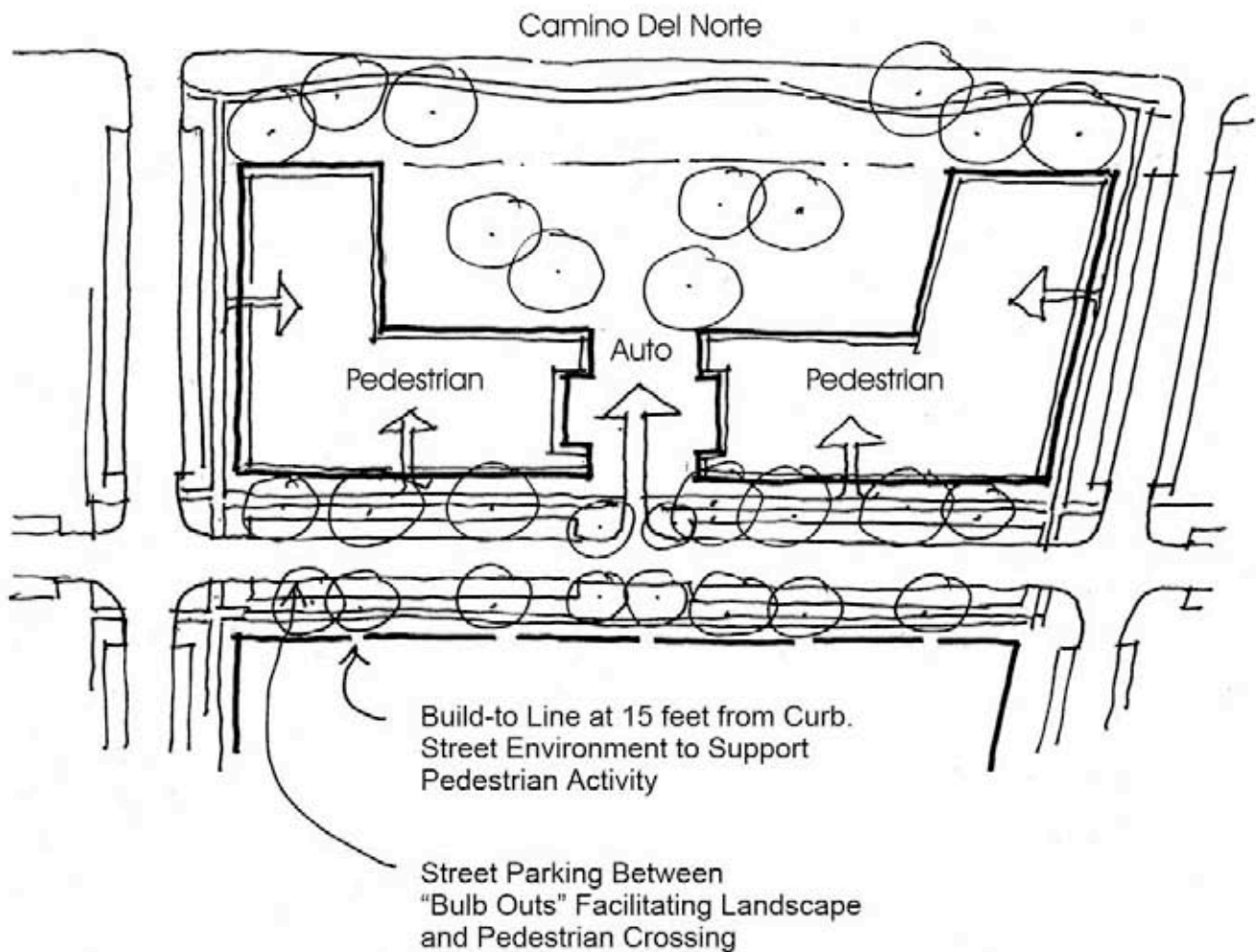




North Village Mixed-Use Concept
Black Mountain Ranch Subarea Plan

7.9
FIGURE

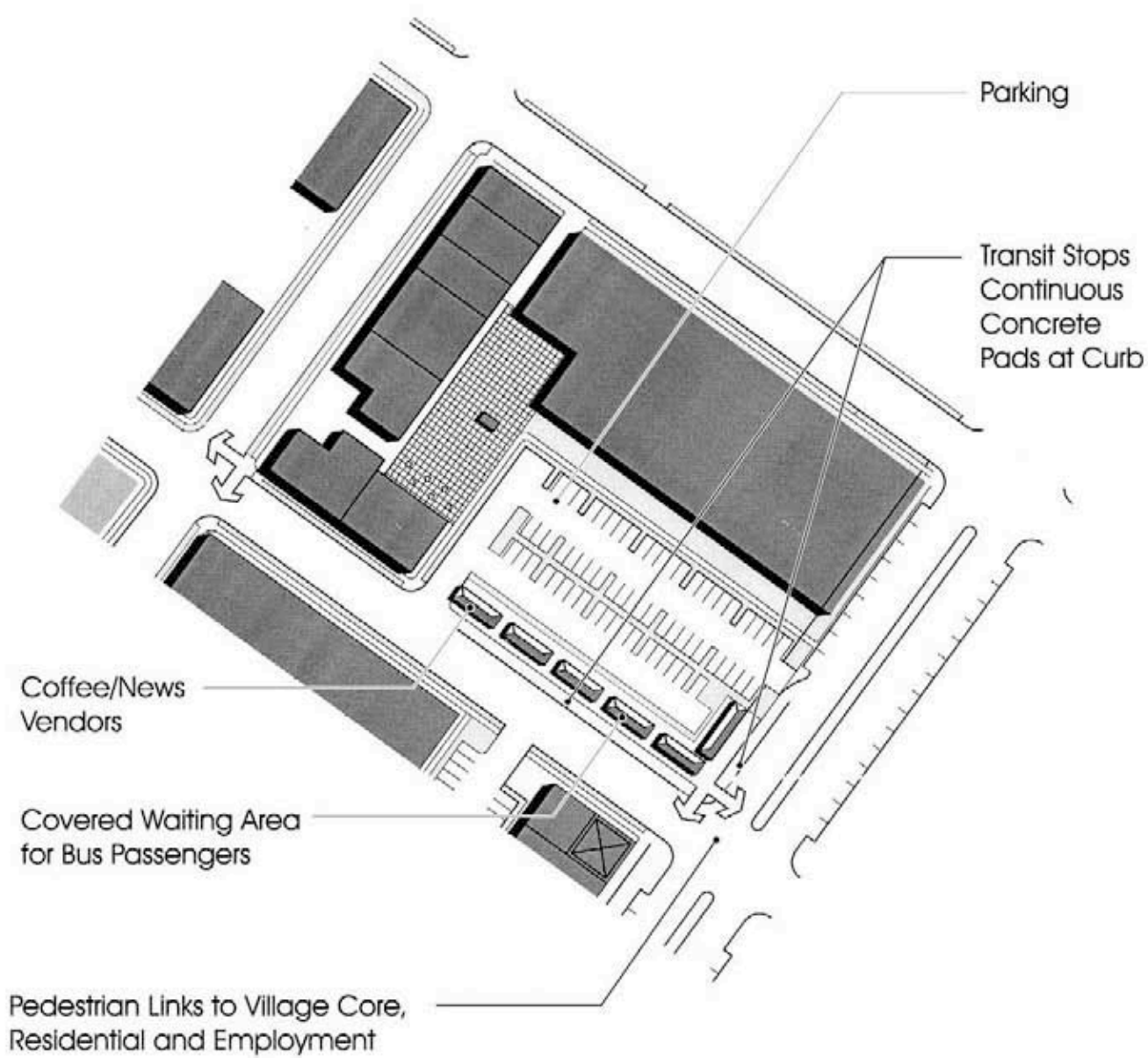
Auto Orientation on Camino Del Norte



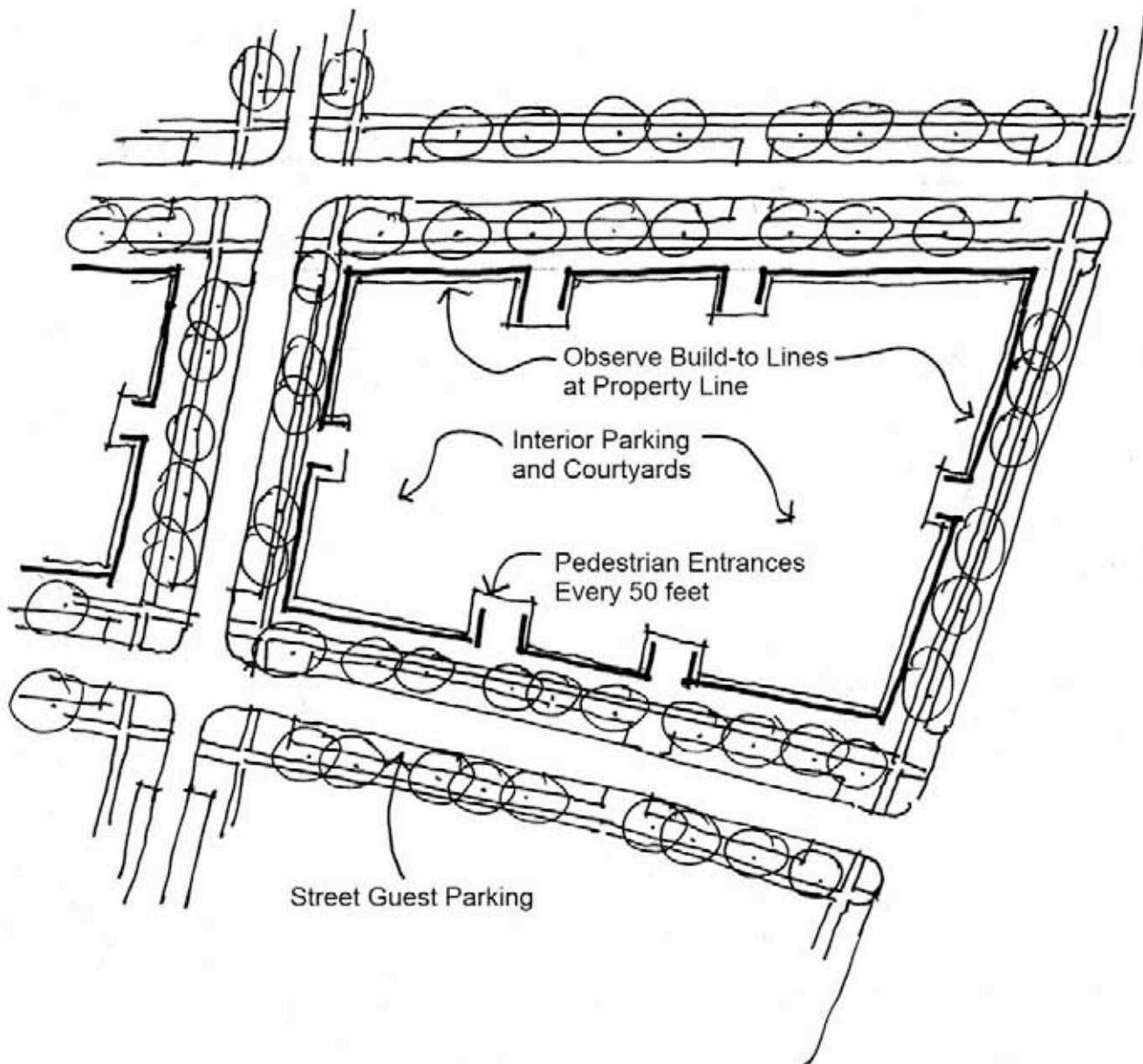
North Village Employment Center Street Edge 7.10

Black Mountain Ranch Subarea Plan **FIGURE**





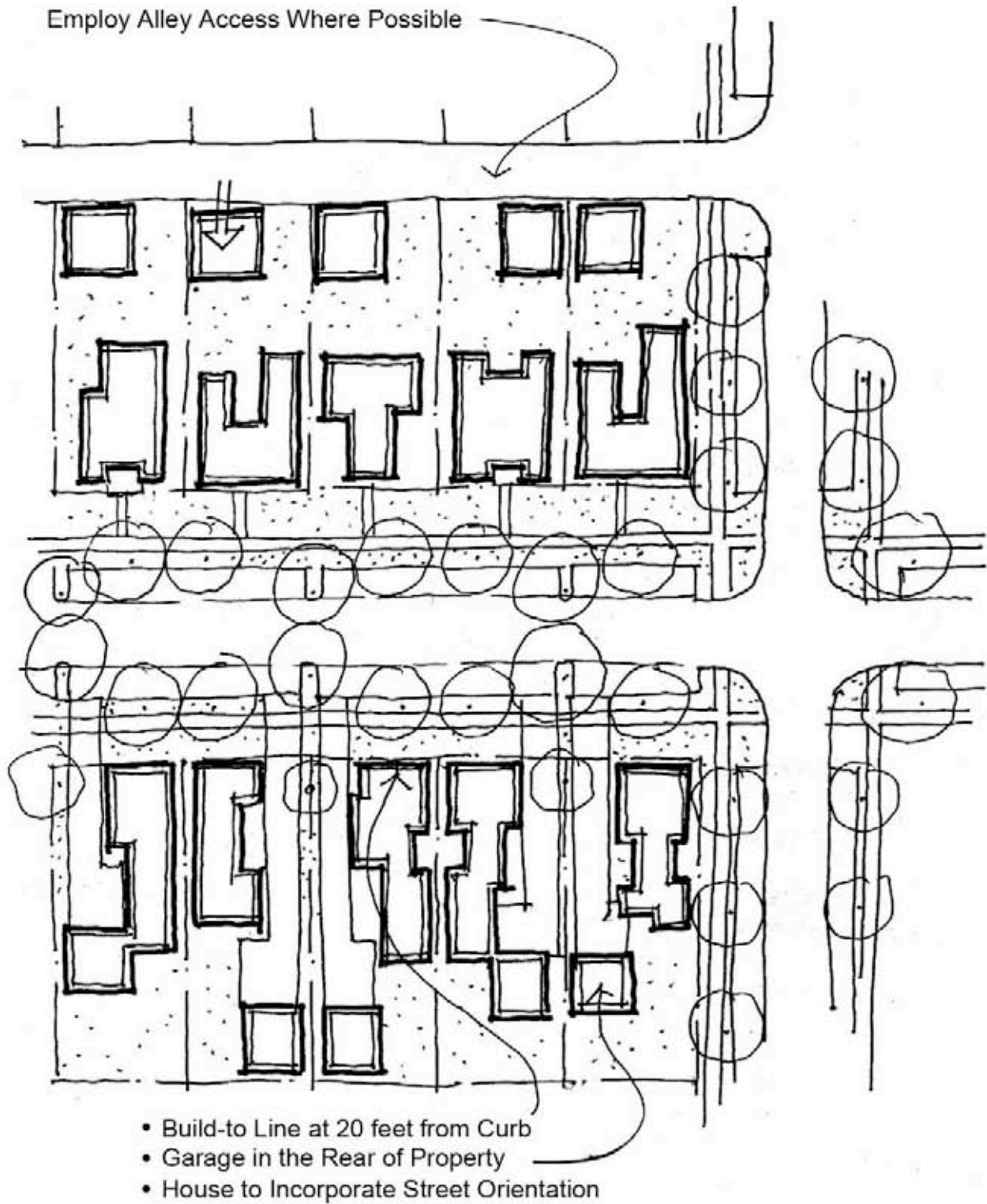
North Village Transit Center **7.11**
Black Mountain Ranch Subarea Plan **FIGURE**



North Village Multifamily Residential 7.12

Black Mountain Ranch Subarea Plan FIGURE

Employ Alley Access Where Possible



North Village Typical Residential 7.13

Black Mountain Ranch Subarea Plan **FIGURE**

A.2 THE SOUTH VILLAGE

The South Village will be the central focus for development in the southern portion of the planning area. Its design is based on traditional town planning principles and has an overall theme of a small country town with a central core, walkable tree-lined streets and quiet residential areas. When built out it will provide a strong sense of place within Black Mountain Ranch.

The South Village includes, in addition to the residential neighborhood, a variety of public facilities and public spaces and emphasizes pedestrian activity and transit use. A small transit center with shelter, bike lockers and vehicle parking establishes a focus for transit service. The physical character of the South Village will be defined by a variety of architectural styles and housing types related to each other, not by a uniform theme but, by the layout of streets, the streetscape and landscaping, and by the height, bulk and scale of the collective buildings.

South Village Design

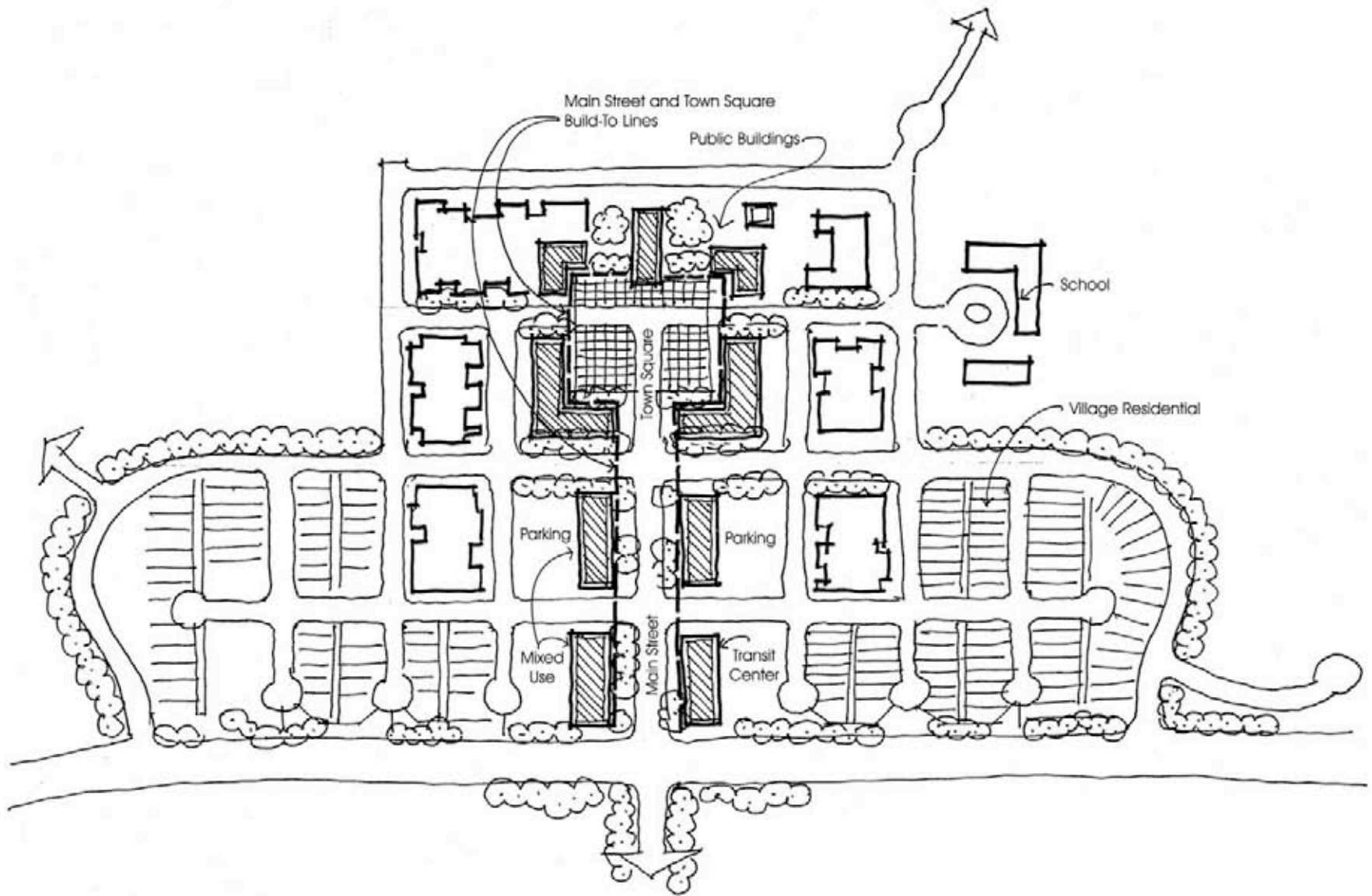
The South Village will have three distinct, but integrated areas; a mixed-use Town Square public open space including a central public plaza with mixed-use and public facilities, Main Street and a peripheral area where residential uses predominate.

The Town Square will be the visual and activity focus of the South Village and will incorporate neighborhood-scale residential dwellings on the second level above the retail uses. There will be a combination of multifamily dwellings and bungalow-style single-family detached housing on small lots peripheral to the core area. The densest residential units will be close in, with density decreasing as development moves away from the square.

Forming the Town Square is a commercial and residential area. The ground floor will be solely retail and office uses with residential or offices located on the upper floors. This massing should be interrupted by towers to articulate entries or visually prominent structures. The highest point of the core will be a tower or work of public art.

Main Street is the street leading to the Town Square from Camino Ruiz. This street shall be a retail and service focus for the Village with on-street parking, retail entrances, street trees, sidewalk cafes and other urban design details to create a traditional village commercial street.

The residential neighborhood surrounding the Town Square and Main Street will be based on the traditional grid street organization with an emphasis on giving life to the streets through “front door” activity supported by porches, entries and windows. Tree-lined streets with active sidewalks enlivened by architectural design define the traditional compact residential neighborhood.



South Village Concept Plan

Black Mountain Ranch Subarea Plan

7.14

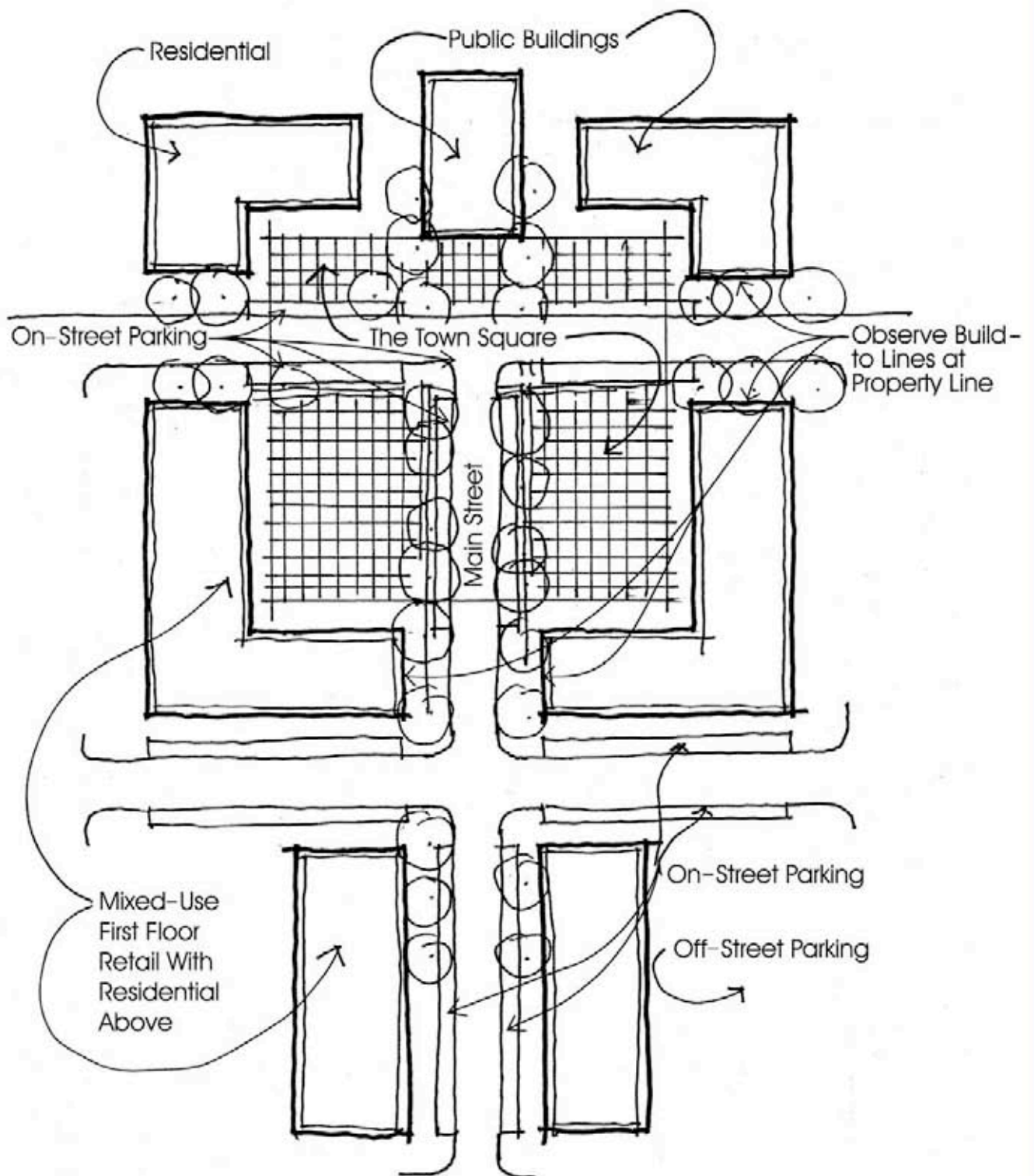
FIGURE

South Village Development Guidelines

As appropriate, the South Village will follow the same design guidelines as required in the North Village. The organizing concept for the Village is the traditional grid system of streets and pedestrian circulation. The application of the 200-foot x 400-foot street grid concept and the principles of the Street Grid described for the North Village will apply to the South Village.

Standards specific to the South Village include:

- The build-to line illustrated on the concept plan locates the street edge of the buildings that form the Main Street and the Town Square.
- Pedestrian activity and 50 percent building transparency will be the guiding principle for the design of the buildings that form the Town Square and Main Street.
- Residential design shall include the principles of front door to the street design which incorporates entrances, porches and other architectural elements that support the compact community and pedestrian-oriented design principles.



South Village Main Street and Town Square

Black Mountain Ranch Subarea Plan

7.15

FIGURE

A.3 THE RESORT HOTEL

The Resort Hotel has the multifunctional role of providing the necessary lodging facilities for major tournament golf events, the tennis center, daily resort use of the 18-hole golf course, a destination point for people using the La Jolla Valley Preserve and Recreation Areas trail system and, finally, as an architectural landmark providing a recreation-oriented focus for the entire subarea.

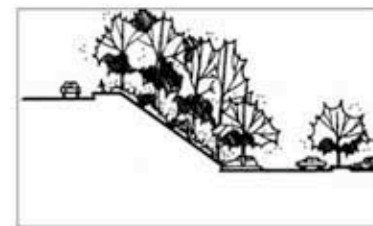
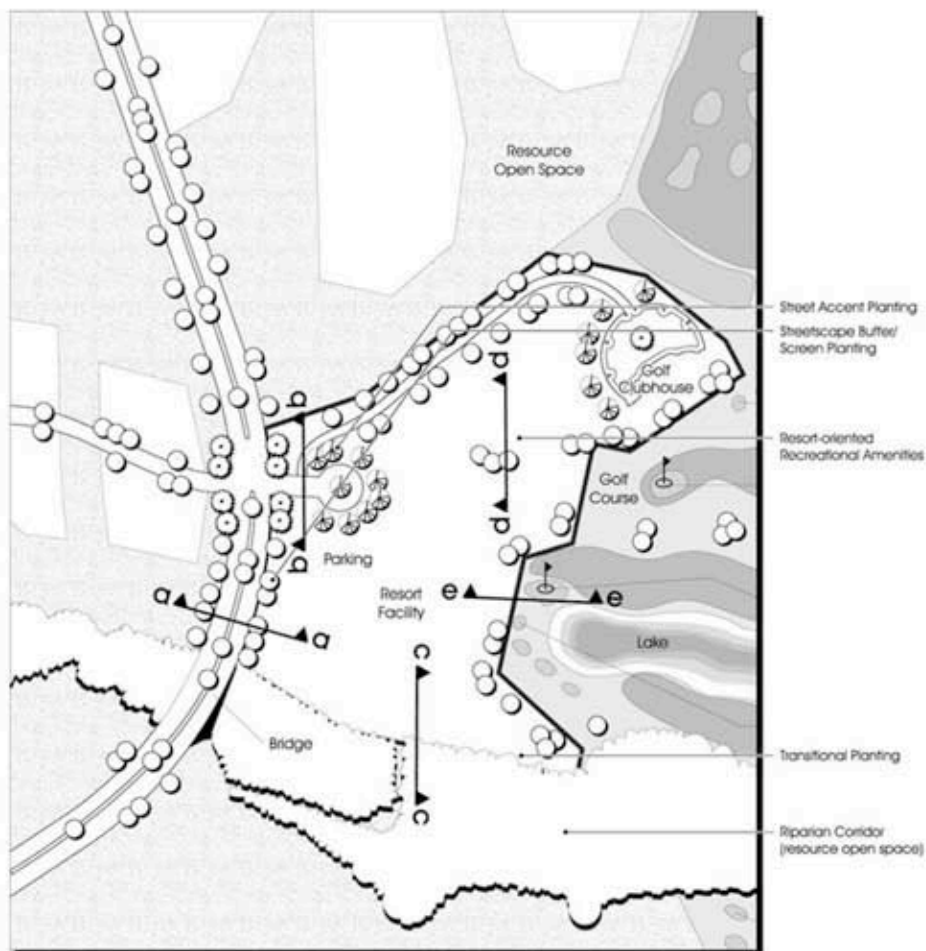
Because of its location at the intersection of the scenic La Jolla Valley and the major thoroughfare Camino Ruiz, the resort hotel will be highly visible to motorists as well as hikers, bicyclists and adjacent property owners.

It is a destination resort of limited height, with different elements at three, four and five stories, nestled into the lower lying area of the La Jolla Valley Preserve and Recreation Area east of Camino Ruiz. Resort facilities will be oriented primarily to the golf course and secondarily to tennis facilities.

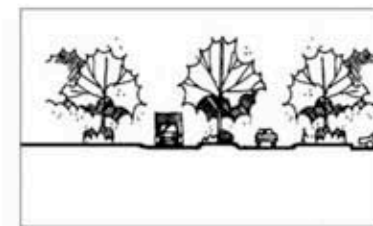
Resort Development Guidelines

The design objective is to fit the resort development into the La Jolla Valley open space system as a landmark in the tradition of the hotels and lodges developed for the National Park system in the 1920s.

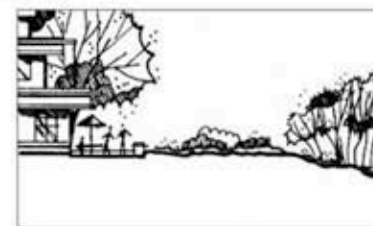
- Landscaping within the hotel resort will transition from unaltered open space to naturalized golf course to an increasingly ornamental plant palette towards the center of the resort.
- Walls and fences will be used sparingly within the resort hotel and will be designed as an architectural extension of the buildings. Their primary function will be to screen undesirable views, create privacy, separate uses and retain earth.
- Signage will adhere to the same design guidelines as described for the North Village.
- Structures will be designed to fit the natural landform. Any altered landform will closely imitate the pre-existing surrounding area.
- Parking areas and garages will be integrated into the resort architecture to minimize grading and overall site coverage.



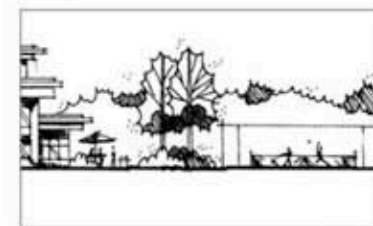
a-a



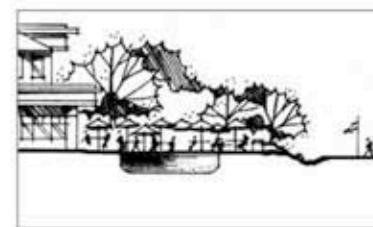
b-b



c-c



d-d



e-e



Resort Landscape Concept **7.16**
Black Mountain Ranch Subarea Plan **FIGURE**



A.4 RESIDENTIAL CLUSTERS

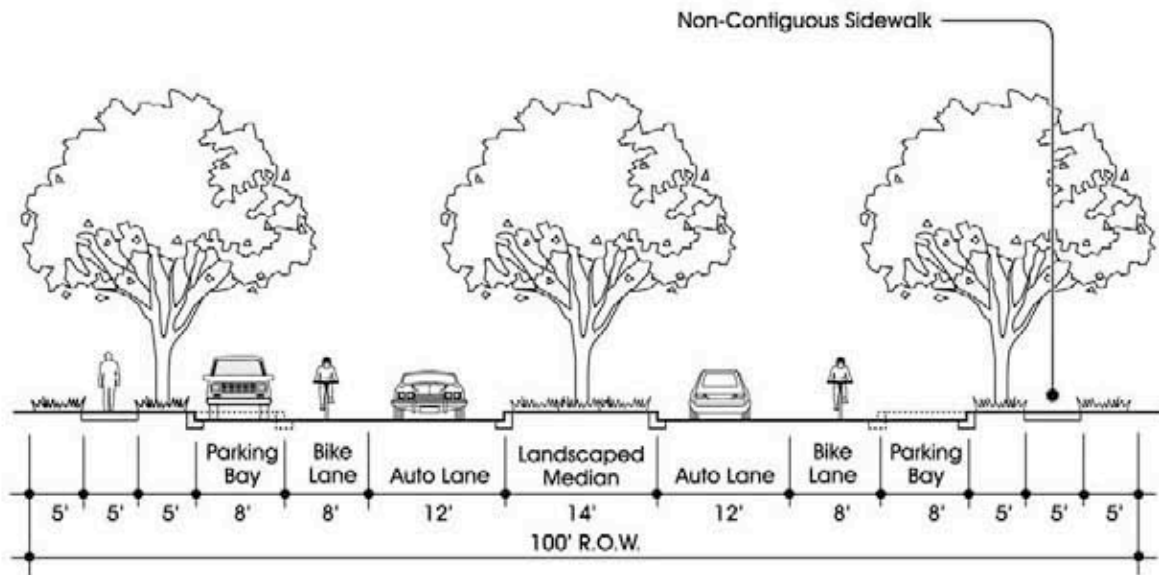
Subarea I includes 515 acres of Perimeter Properties outside the Black Mountain Ranch ownership and designated various levels of residential density. These privately held lands are located principally in the central to southern portions of the subarea, always at the perimeter of Subarea I. Within the Black Mountain Ranch ownership, but outside of the Village and Resort areas, are several areas designated for low-intensity residential use which are identified as the BMR North Clusters.

All Perimeter Properties and the BMR North Clusters will be required to adopt the design guidelines approved for the BMR VTM/PRD or required to develop independent design guidelines conforming to the Framework Plan, this Plan, and compatible with the BMR VTM/PRD Design Guidelines. Parcel E, because of its higher-density designation and location overlooking La Jolla Valley, shall be subject to the same design guideline conditions described above, as well as those described for the West End Residential in the North Village.

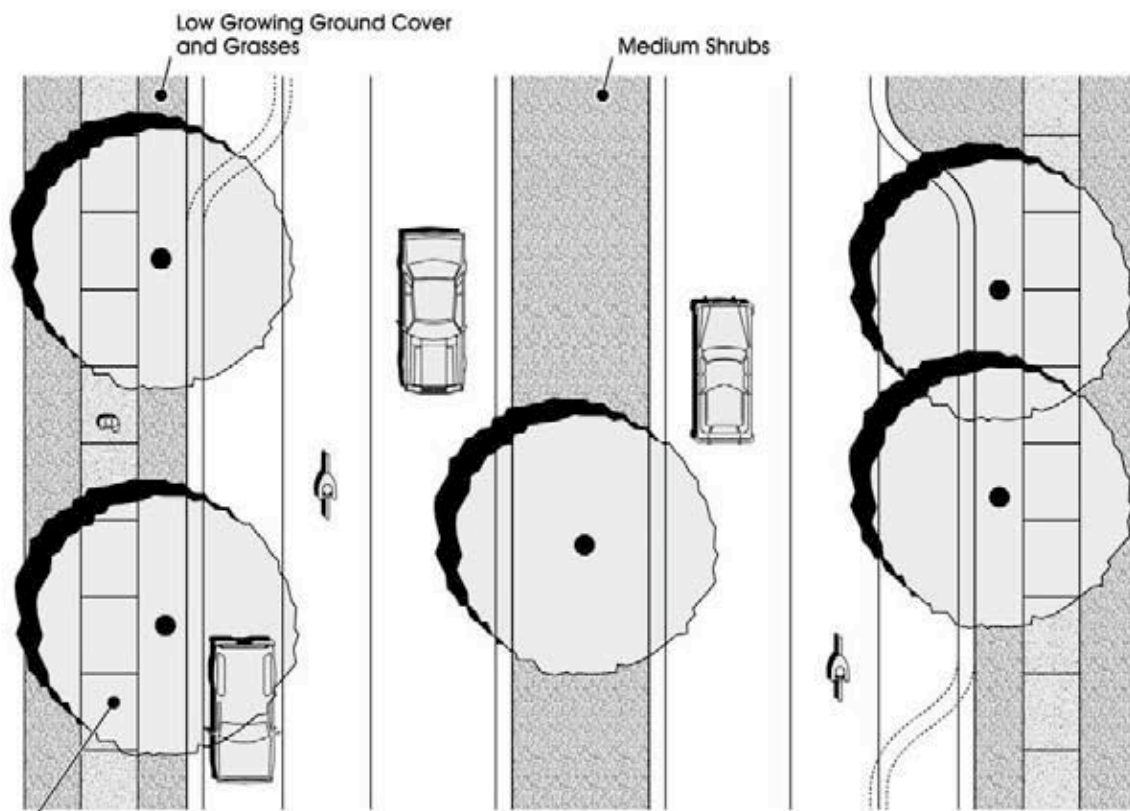
Residential Cluster Development Guidelines

Development of the Residential Clusters within the subarea shall be compatible with the substantial open space system which surrounds them and the previously approved residential uses which are adjacent to them. Guidelines for these areas include:

- All Residential Cluster developments will be required to adopt a Design Guideline as part of their implementing discretionary review which is consistent with the Black Mountain Ranch VTM/PRD Design Guidelines and this Plan.
- All Residential Cluster developments visible from the San Dieguito River Park Focused Planning Area shall include provisions in their design similar to those contained in the Black Mountain Ranch VTM/PRD Design Guidelines to minimize visual impacts on users of the park trail system.
- Residential development will minimize impacts to natural habitat and natural landform consistent with the MHPA and resource protection provisions of the Land Development Code.
- Street systems will be interconnected to provide alternative travel routes.
- Street lane widths, design speeds and number of lanes will be minimized to the extent possible without compromising auto safety, on-street parking or bike access.
- Residential garages will be configured to reduce the visual impact of the auto and to line the street with active features.
- Building facades will be articulated to define scale. In no case will a building facade consist of an unarticulated blank wall or an unbroken series of garage doors.
- Pedestrian and bike systems will be interconnected to provide alternative access and circulation within and between neighborhoods.
- Neighborhood identity programs will be developed utilizing architectural, landscape, street furniture and signage themes as appropriate. These programs may include focal points such as community buildings, mini parks, monuments, viewpoints and unique landscapes to help establish neighborhood identity.



Cross Section



Plan View



North Village Drive Promenade Streetscape Concept

Black Mountain Ranch Subarea Plan

7.17

FIGURE

B. COMMON DESIGN ELEMENTS

B.1 STREETS AND CIRCULATION

The street system in Black Mountain Ranch is one of the organizing elements, along with the natural topography and built environment that determines the community urban form.

Local and connector streets will be designed so that lane widths, design speeds, number of travel lanes and curb returns are kept to a minimum, without compromising vehicular safety, in order to provide space for landscaping, bicycle access and/or street parking.

Within the Villages the street system will be a grid or modified grid system. This will slow traffic, provide multiple access ways and create a safer, more comfortable pedestrian and bicycle environment.

Street Design Standards

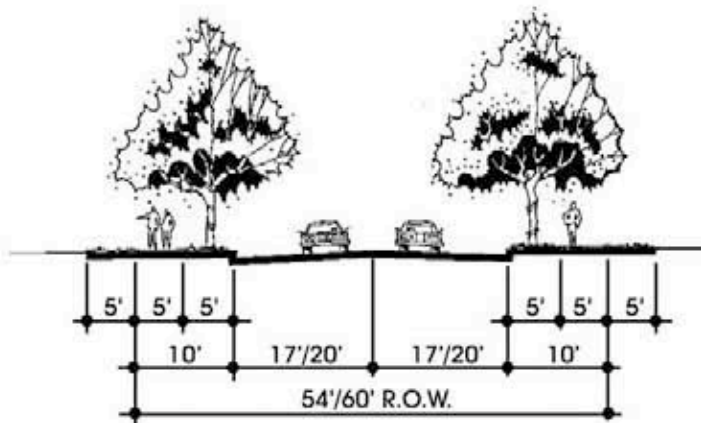
Collector Streets

- Collector streets will link the surrounding major thoroughfares within the Core Commercial/Core Residential Areas and Mixed-Use Residential Areas.
- The network of collectors will provide frequent, alternative paths throughout neighborhoods and thereby distribute traffic volumes over more routes. They will carry a moderate level of local traffic compatible with bicycle and foot traffic.
- Off-street parking will be provided.
- Solely residential uses will not front directly on collectors.
- Collectors will include Class III bikeways where cyclists share the travel lanes.
- Driveway cuts will be minimized.

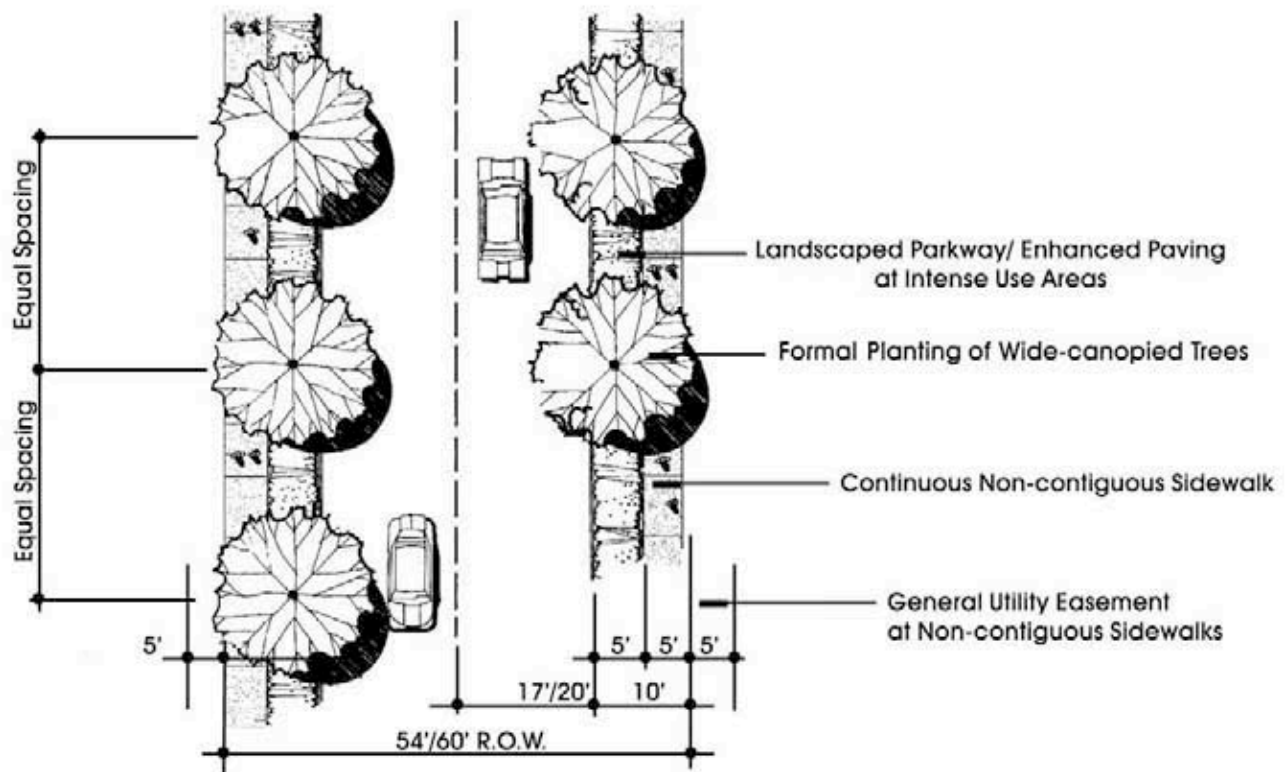
Collector Street Promenades

- Collector Streets will serve to tie together the plazas of the North Village and the perimeter thoroughfare streets.
- The average width of the parkways separating the walkways from the street curb will equal the sidewalk width. The minimum sidewalk width will be five feet.
- Parkway will be planted with a canopy of deciduous and evergreen trees complementing the plant palette of the plazas.

Figure 7.18 Village Streetscape Concept



Section



Village Streetscape Concept 7.18
Black Mountain Ranch Subarea Plan **FIGURE**

- Parkway and street tree and shrub planting will serve as the unifying street design.
- Tree planting will not be more than 25 feet on center spacing. An understory of both ornamental and drought tolerant shrubs, where appropriate, will provide screening and color for the street scene.

Commercial Streets

- Commercial streets located in the center of the Core area will be designed to accommodate pedestrians, slow traffic, allow on-street parking and create a safe shopping environment.
- Commercial streets will have two travel lanes and variable on-street parking, both diagonal and parallel.
- Wide sidewalks, street trees, benches, lighting, unified street furniture, awnings and arcades will be incorporated to promote an active pedestrian environment.

Local Streets

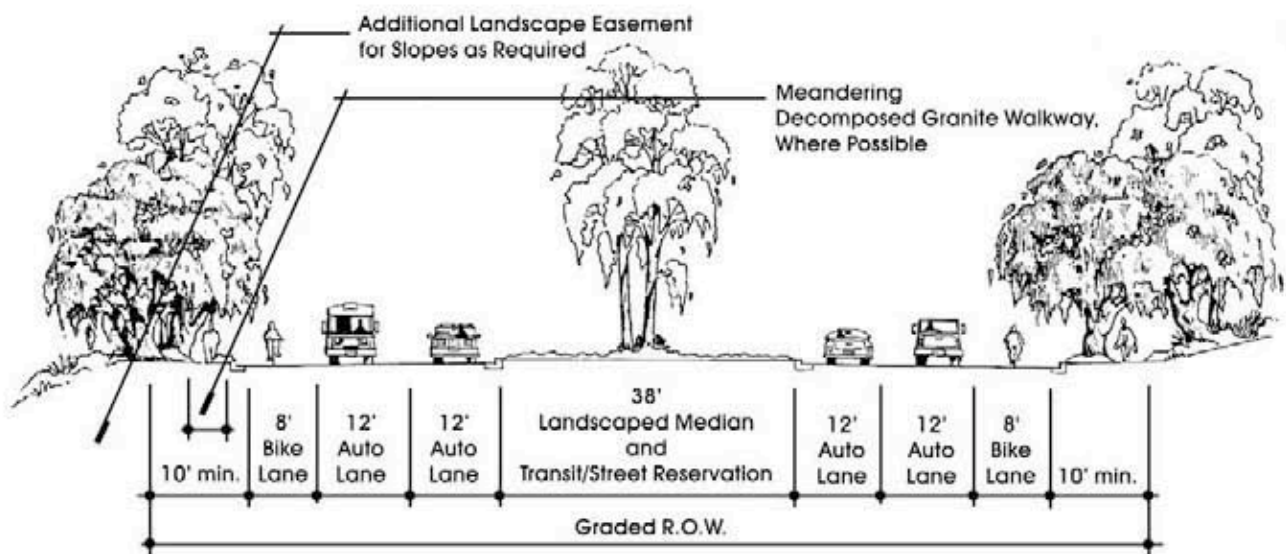
- On-street parking will be provided and will count towards the parking requirements of the adjacent parcel.
- Local streets will be designed to serve a low volume of traffic through a pedestrian-oriented environment.
- Travel and parking lanes will only be wide enough to allow two vehicles to pass each other.
- Sidewalks will be separated from the curb by a landscaped parkway planted with canopy street trees 25 feet on center.

Alleys

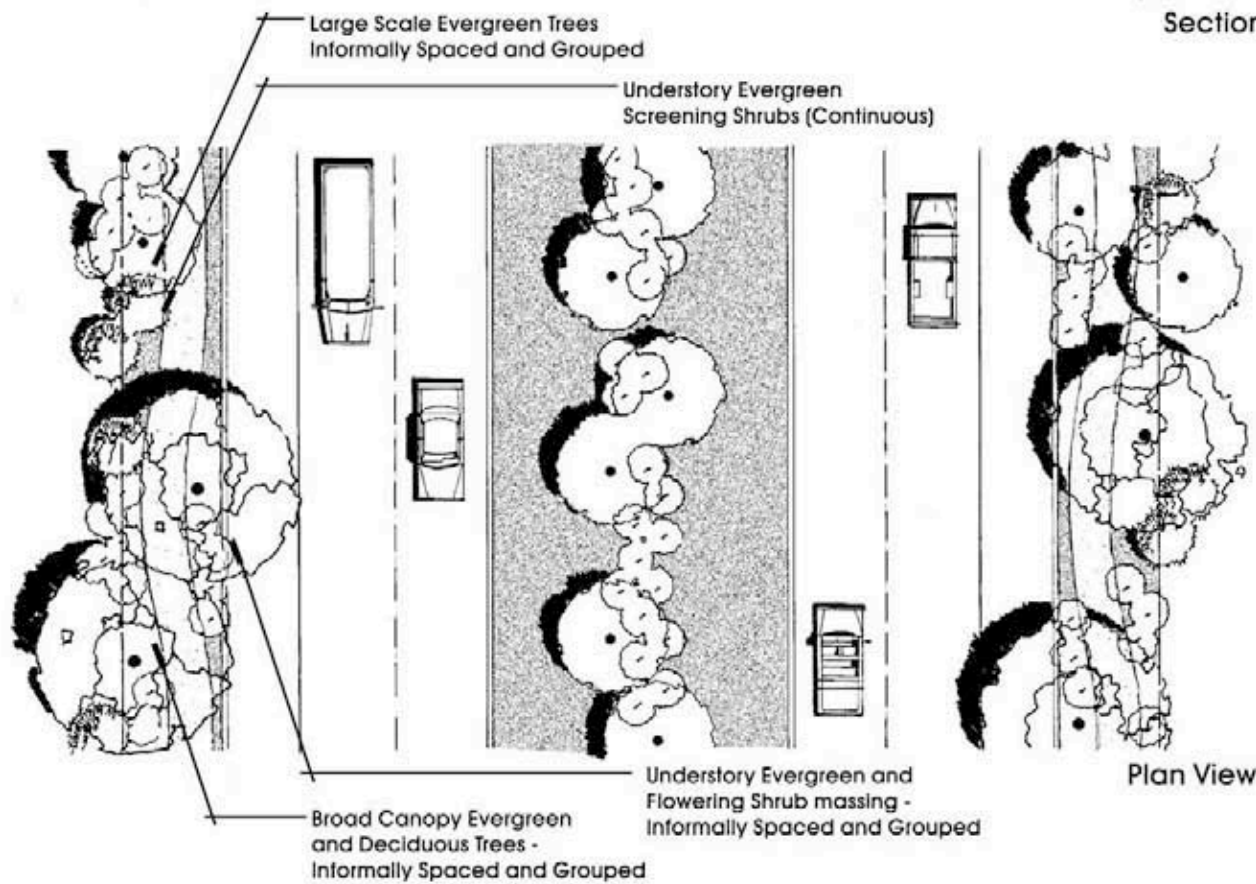
- Alleys will be encouraged to service residential and commercial development, particularly within the Core area, and for lots facing into parks and collector streets.
- Alleys will be sufficiently lit to ensure nighttime safety.

Pedestrian Walkway, Trail and Bikeway Standards

Pedestrian walkways, trails and bikeways are the links connecting all points of the North and South Villages and other parts of Black Mountain Ranch. Pedestrians and bicycles must be able to move easily and safely across all streets to create an environment that is not reliant on the automobile. The comfort and convenience of the pedestrian and bicycle trip will reduce internal auto trips and reinforce the efficiency of the transit facility. The primary destination in the North Village will be the Mixed-Use Core area, especially in the vicinity of the Village Green.



Section



Plan View



Camino del Norte/Camino Ruiz Streetscape Concept 7.19

Black Mountain Ranch Subarea Plan

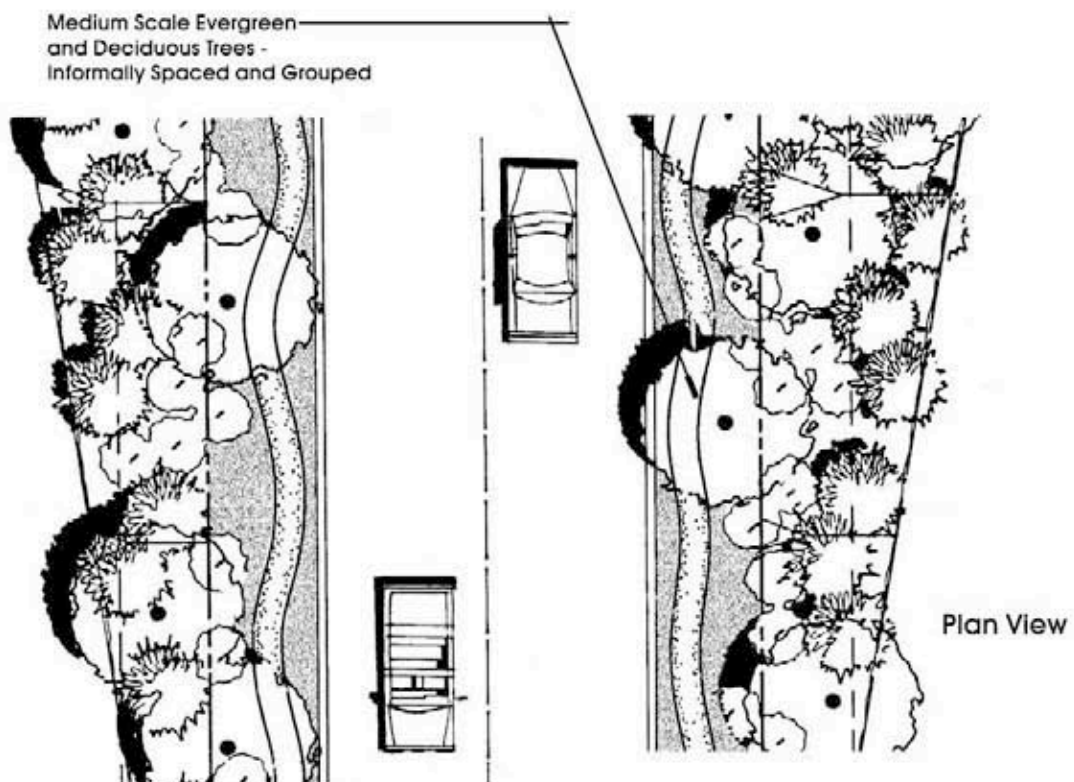
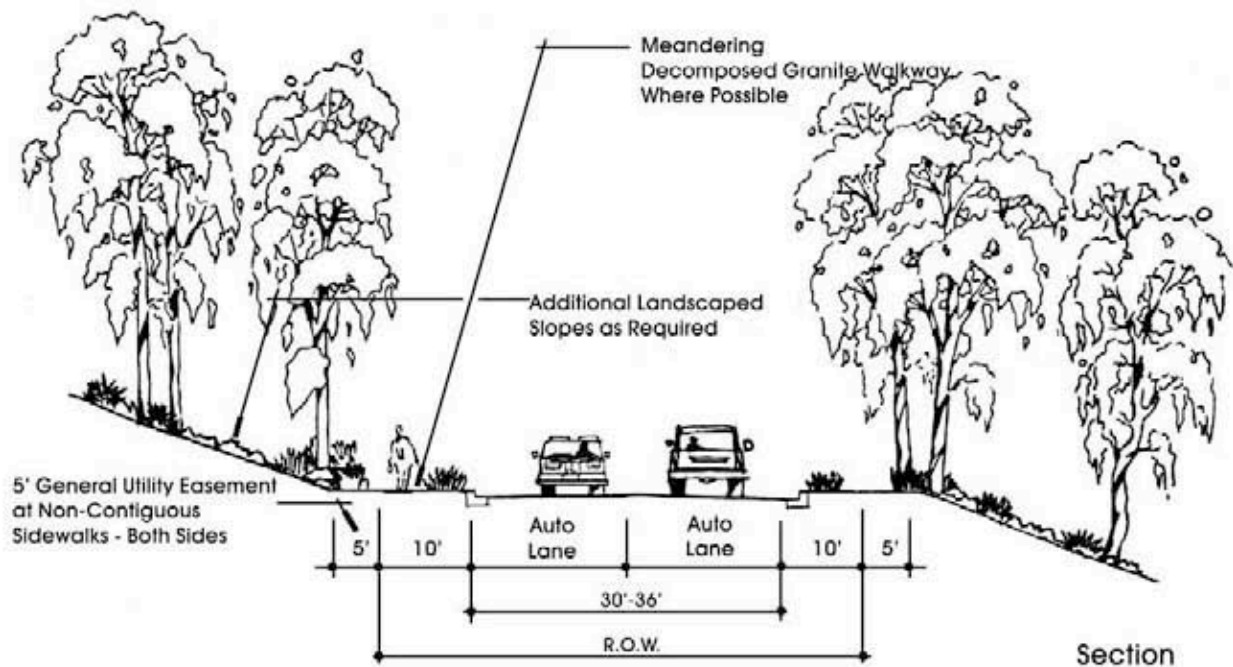
FIGURE

Pedestrian Walkways

- Signalized intersections at promenade streets will have pavement-enriched crosswalks to permit unencumbered and safe transit for pedestrians and bicyclists.
- Primary streets will have either decorative or decomposed granite walkways of variable elevations where possible on both sides separated from the street curb with a landscape parkway.
- Selected streets leading off the promenade and local residential streets will have wide landscaped parkways and decorative walkways of concrete or decorative pavers.
- Within the North Village Core area walkways will be six to ten feet wide, or more, across from the Village Green with the actual width determined based on location, context and expected pedestrian activity. Walkways will parallel all streets and interconnect all points of surface travel and open space. Walkways in all areas will be non-contiguous.
- An undulating eight-foot wide multipurpose pedestrian, bicycle and equestrian trail will be located within the naturalized open space corridor west of the North Village center. The trail will have a minimum 30-foot trail easement. (Equestrian usage cannot extend into or east of the North Village center, but must travel in a north-south direction down the canyon.)

Bikeways

- Bikeways will be well identified by bikeway signs that indicate the beginning, end and route of the bikeway, as well as clear destination signs that direct riders to key activity centers: shopping areas, transit stops, recreation facilities, schools, plazas and bike parking facilities.
- Class II bikeways will parallel all thoroughfares and collector streets within the curb-to-curb dimension and will interconnect all important destinations within the subarea.
- Class III bicycle routes are encouraged on small residential streets, but designated or marked bike lanes will, as a rule, not be provided.



Typical Residential Streetscape Concept 7.20

Black Mountain Ranch Subarea Plan **FIGURE**

B.2 LANDSCAPE AND OPEN SPACE

The landscape philosophy of the North and South Villages focuses on blending people, structures and open space into a harmonious and aesthetically pleasing commercial, residential and institutional community which places primary emphasis on pedestrian circulation and transit use.

Open Space Corridor

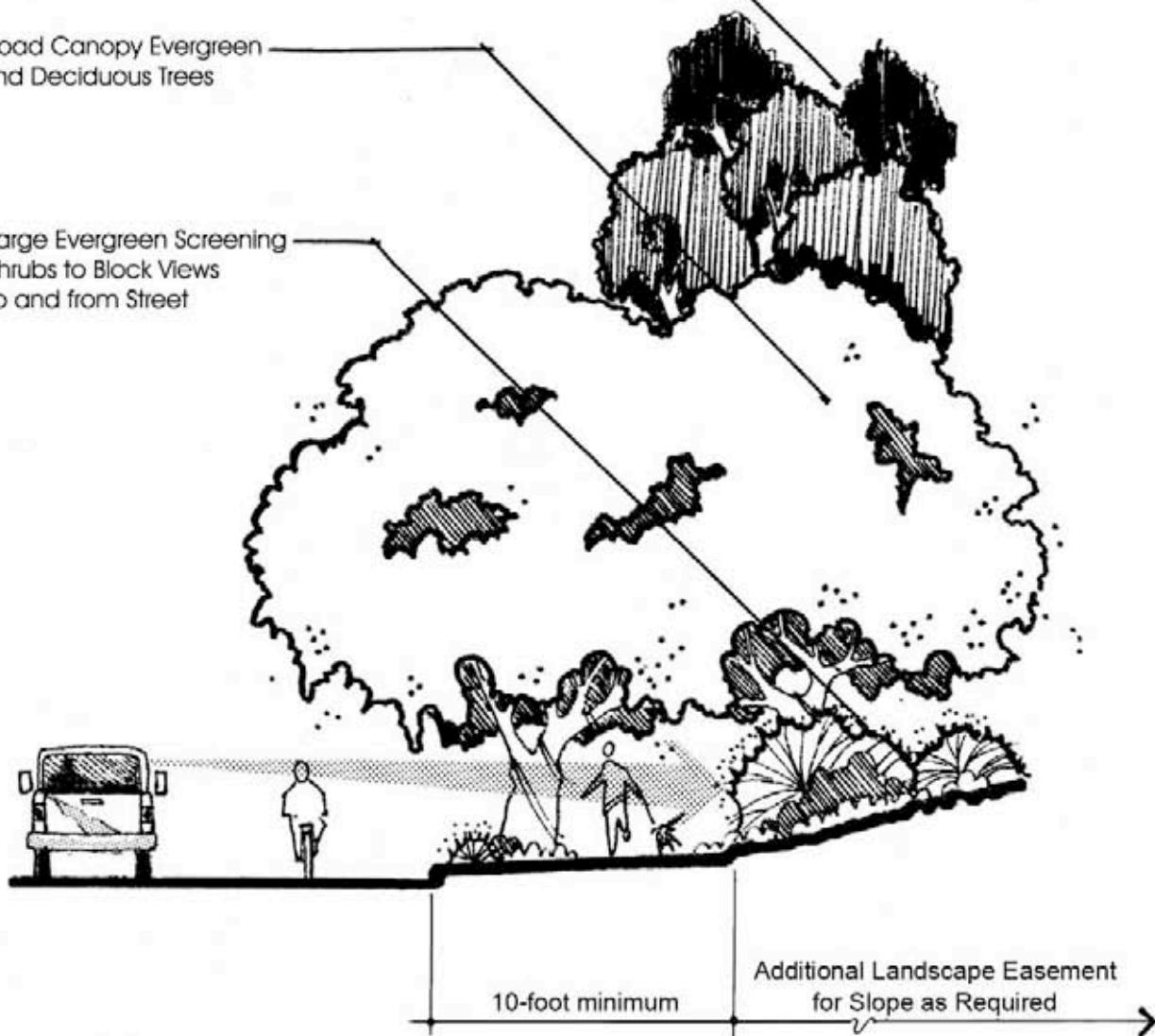
An amenity open space corridor radiates westerly from the narrowest spot and approximate east-west midpoint of the North Village. The corridor is a canyon area in the western residential neighborhood. It is both a habitat and a visual amenity for the community. The corridor is bordered on the north and west by North Village Drive and the south and east by single-family development. Starting at the neighborhood park in the North Village, the open space corridor extends westerly to the intersection to Camino Ruiz and North Village Drive. Taken as whole, this natural and naturalized area contributes to the organization and unity of the west end by penetrating individual project and neighborhoods and extending the natural landscape to urban areas.

- The trail system within this open space will undulate through a forest canopy of trees and shrubs that will buffer adjacent areas.
- Landscaping for residential lots abutting the corridor will be controlled by Conditions, Covenants and Restrictions to maintain a cohesive landscape theme.
- The corridor will fluctuate in width between 100 feet and 300 feet.
- Corridor landscaping will extend into the landscape theme of abutting residential streets.

Large Scale Evergreen Trees

Broad Canopy Evergreen
and Deciduous Trees

Large Evergreen Screening
Shrubs to Block Views
to and from Street



Streetscape Buffer/Screen Planting Concept 7.21

Black Mountain Ranch Subarea Plan

FIGURE

B.3 SIGNAGE, LIGHTING AND WALLS

Signage

A quality signage and graphic program is an essential ingredient for a well-planned community environment. Continuity between all signage will result in a unified theme consistent with the architecture, landscape and open space amenities of each neighborhood.

Major Entry Monuments

Major village entry monuments will be allowed in landscaped areas at principle entrances of the community and will orient vehicles entering the area of the North and South Villages. They will be large in scale, single-faced, ground type not to exceed eight feet in overall height and will be designed as part of the overall landscape theme through the use of boulders, trees and shrubs, waterfalls and ponds or dry stream beds. The copy will be limited to the village name and logo. Materials, colors and finishes will complement the design theme employed in the village architecture, walls and landscape. Illumination will be warm-white florescent lighting well hidden from view within the landscape.

Lighting

Lighting is a key design element within the North and South Villages which will be used to complement the character of the setting and relate to human scale. It is instrumental in defining the perception of spaces as varied as a public plaza or simple trail marker. Because of this, a comprehensive lighting plan will be developed which unifies the community through accenting key architectural and landscape components, and illuminating streets, pedestrian walkways and trails for safety, interest and ease of movement.

- Within the core commercial area, key buildings at focal points will employ lighting as a design accent. Retail building facades and storefronts will emphasize accent lighting to encourage pedestrian activity.
- Within plazas and parks, public activity areas will be illuminated for aesthetics and safety.
- Promenades and walkways not in proximity to public streets will have both directional lighting and pedestrian lighting.
- Decorative lighting such as uplighting or backlighting will be used to emphasize trees and shrubs.
- Pedestrian and vehicular lighting on street will be located based on City design standards. Streetlights will illuminate the street for motorists and pedestrians without intruding into residential areas.

Walls and Fences

A variety of walls and fences will be incorporated in Black Mountain Ranch due to the many types of uses proposed. All walls and fences will have a common design theme which ties them together visually and allows a transition from one type to another, including instances when a wall or fence needs to blend with adjacent subareas and off site properties. Since walls and fences are a minor community thematic element, their design responds contextually to the developments and services they define. Careful attention will be paid to the quality of the pedestrian environment between the wall and the street.

Intermittent walls may be used adjacent and parallel to the major thoroughfares such as Camino del Norte and Camino Ruiz on site and Black Mountain Road and Rancho Bernardo Road off site. The primary function of the solid walls will be to mitigate adverse noise impacts which may be generated from these streets. Secondary uses are for privacy, security and neighborhood definition. Where appropriate, pedestrian access will be provided through the walls.

- Residential walls and fences will be of a variety of materials used for privacy, as well as to delineate private areas, service areas and auto courts. Generally, walls and fences should be an extension of the colors and materials of the architecture of the residence.
- Fences of an open design may be permitted anywhere they are visually compatible with the setting and architectural character of the project, and will not disrupt the transition of landscape from natural areas into the project.
- Chain link fences should generally not be used in areas visible from public trails and streets. When used, chain link fences should be vinyl coated and/or vine covered.
- Entrance gateways and wall features must generally reflect the architectural style of the residence. Entrance gateways may occur anywhere within the front yard of individual lots.
- Any theme wall should mimic the context in which it is built:
 - Bend and curve with the naturalized topography
 - Incorporate the architectural theme of the area they define
 - Be subservient to the landscape by being naturalized yet defining
 - Provide necessary security and privacy